

O.K. SAUCE



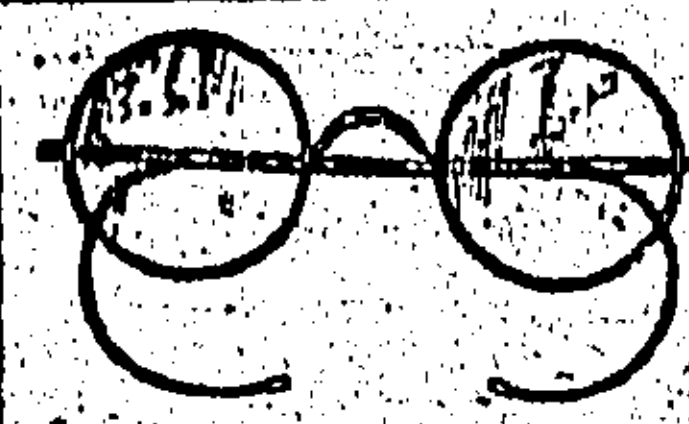
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WEEK DAYS.—Single: \$3.00; Return: \$5.00.
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CHINESE NEW YEAR—CURTAILED SERVICES

MACAO LINE—

	From HONG KONG	From MACAO
17/2/31	8 A.M. "SUI TAI"	2 P.M. "SUI TAI"
18/2/31	2 P.M. "SUI AN"	8 A.M. "SUI AN"

CANTON LINE—

	From HONG KONG	From CANTON
17/2/31	8 A.M. "KINSHAN"	8 A.M. "FATSHAN"
18/2/31	8 A.M. "LUNGSHAN"	8 A.M. "TAISHAN"

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.

(February 17.)

Chinese New Year.
Queen's Theatre: "Good News."
World Theatre: "Fortune-Teller's Daughter" (Chinese picture).
Star Theatre: "Eagle of the Sea."
Golf.—Royal Hong Kong Golf Club Chinese New Year Meeting, Third Round of "Ross" Cup (Ladies).
Rugby.—Shanghai v. United Services (Happy Valley), 3.30 p.m.
Rugby Interport Dinner, Lane, Crawford's Restaurant.
Ten Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula and H.K. Hotels, 8.30 p.m.

Wednesday.

(February 18.)

Queen's Theatre: "Good News."
World Theatre: "Fortune-Teller's Daughter" (Chinese picture).
Star Theatre: "Eagle of the Sea."
Interport Football: Hong Kong v. Shanghai, Club ground, 3.30 p.m.
Interport Football Dinner: Lane, Crawford's Restaurant, 8 p.m.
Chinese Chamber of Commerce, "At Home," 8 p.m.
European Mail.—Outward: Europe via Vancouver (Empress of Asia), 10 a.m.

Thursday.

(February 19.)

Queen's Theatre: "Way Out West."
World Theatre: "Fortune-Teller's Daughter" (Chinese picture).
Star Theatre: "Jim The Conqueror."
European Mail.—Outward: Europe via Siberia (Taiyo Maru), 9.30 a.m.
European Mail.—Inward: Europe via Siberia (Pelorus), 10 a.m.

Friday.

(February 20.)

Queen's Theatre: "Way Out West."
World Theatre: "Fortune-Teller's Daughter" (Chinese picture).
Star Theatre: "Jim The Conqueror."
Chinese Chamber of Commerce Dinner to Economic Mission, Kam Ling Restaurant, 7.30 p.m.

Saturday.

(February 21.)

Queen's Theatre: "Way Out West."
World Theatre: "Batling Butler."
Star Theatre: "Jim The Conqueror."
Interport Football: Shanghai v. Chinese, Club ground, 3.30 p.m.
Interport Football Dinner, Peninsula Hotel, 8 p.m.
May Hall, The University, Annual Concert and Dance, 8.15 p.m.
Cricket.—Division I: Kowloon C.C. v. Craigengower (L.), Hong Kong C.C. v. Navy (L.), Civil Service v. University (F.), Division II: Craigengower v. Kowloon C.C. (L.), Civil Service v. Police (L.), University v. Royal Engineers (L.), Royal Signals v. Hong Kong C.C. (F.).
European Mail.—Inward: Europe via Negapatam (Fushima Maru).

THE GROWTH OF AERIAL TRANSPORT.

TRAFFIC MAIL AND PASSENGER SERVICES.

136,000 MILES OF HIGH SPEED AERIAL WAYS.

One of the greatest of our modern romances is the rapid growth which is taking place in commercial aviation.

When, during 1910, the first British air expresses were flying daily between London and Paris, there were not more than about 3,000 miles of aerial routes throughout Europe. To-day the figure for Europe stands at approximately 60,000 miles, while throughout the world there are now more than 136,000 miles of high-speed aerial ways.

It was in 1924, so far as Britain is concerned, that we reached the landmark of the establishment of Imperial Airways, and the progress of British air-transport, since the Company began operations, is told by statistics now available.

One of the aims has been to increase steadily, by improvements in aircraft and organisation, the all-the-year round dependability of the Imperial Airways Services. How this has been achieved may be judged from the table appended:—

Year.	Percentage of flights completed to schedule.
1924-25	75
1925-26	82
1926-27	85
1927-28	83.30
1928-29	83.40
1929-30	84.18

Since the inception of the Company its passenger traffic has increased remarkably. During 1924 the total number of travellers carried was 11,170. By 1928 this had grown to 16,800, while by 1929-1930 the figure had gone up to 27,000. Altogether, since 1924, Imperial Airways have carried 166,000 passengers, and have flown 6,727,143 miles.

The growth in air-mails is equally sustained, as will be seen from the table appended, giving the latest figures for mail carried in the aircraft of Imperial Airways:—

Year.	Tons.
1924-25	21
1925-26	29
1926-27	39
1927-28	40
1928-29	51
1929-30	60

In the transport by aeroplane of urgent merchandise there has also been a most encouraging growth. Whereas in 1910, when aerial transport began, only a small number of parcels were carried between London and Paris by any one machine, it is no uncommon thing, now, when walking through the freight sheds at the London air-station, to find in them many tons of urgent merchandise either just arrived from the Continent, or about to be despatched by air.

During a recent period of nine months nearly 600 tons of freight were air-borne in and out of Oroydon in the machines of Imperial Airways. Altogether, since they began flying in 1924, the aircraft of the Company have carried 5,790 tons of goods between London, the Continent and India.

2,000 Miles Non-Stop.

Details of a new British flying-boat, able to operate up to distances of 2,000 sea-miles non-stop, were revealed by Mr. A. Gouge, chief designer to Messrs. Short Brothers, in a lecture to the Royal Aeronautical Society.

He stated that a big biplane boat recently built by his firm, weighing with full load on board 40,000 pounds (approximately 18 tons) could operate over this great distance with a useful load on board, apart from fuel, of 4,000 pounds. Fuel for a flight of 2,000 miles would weigh 12,600 pounds, the total useful load of the machine, including fuel and oil, amounting to about 44 per cent. of the total weight of the boat.

A boat of this type is obviously fitted to operate over an "all-red" sea route from England to the east, making the entire journey to Singapore and Hong Kong with a single stage of such a regular service. The first stage of such a regular service might lie from London to Gibraltar, thence to Malta and Egypt and on down the Persian Gulf to India. Strategic requirements of Empire defence invest the production of flying boats able to operate over stages of this order of magnitude with much importance. In time of war they would obviously constitute an invaluable means of maintaining patrol over the sea routes essential to communications between Great Britain and the Dominions overseas.

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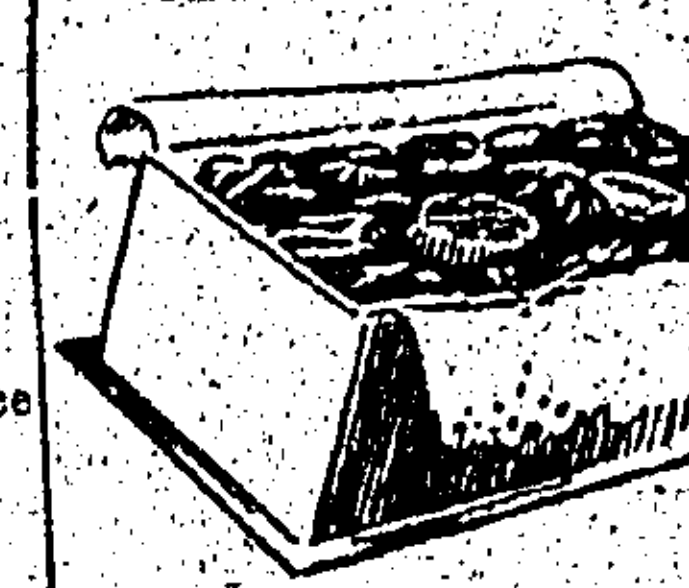
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TIFFIN in the dining room \$2.00.

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- 3.—Steak and Kidney Pudding
- 4.—Baked Chicken en Casserole
- 5.—Roast Leg of Pork, Apple Sauce
- 6.—Curried Lobster
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Cabbage
- 10.—Pancake
- 11.—Fruit
- 12.—Tea or Coffee

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A BOOK AND A BOX OF CHOCOLATES FRESHLY MADE THAT MORNING



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The Required Information should be sent to the HONG KONG DAILY PRESS, LTD., 11, IOE HOUSE STREET, HONG KONG.

NOTES FROM
EVERYWHERE.

MECHANICAL RESURRECTION.

Less than twenty miles from the heart of the capital, in the midst of the Londoner's favourite beauty spots, are two cars built from scrap. The engines belonged to two aeroplanes, the chassis came from heaven knows where; but it is certain that some of the fittings were never intended for the purpose to which they are put. To the uninitiated these machines appear to be two cars from one of those pre-War Grand Prix that F. Gordon-Crosby loves to paint. To the initiated they are two brutes.

Precariously balanced on a rickety bucket seat with a gigantic round, red tank at his back, and gripping a wooden steering wheel in front of which the long red bonnet stretches for several feet, the driver feels more like a puny mortal in some robot-governed city than the supreme being controlling the whims of the ugly car.

Thousands of motorists pass within a few feet of these two cars. Some even stop to refill their own cars' tanks, but very few give these two sister hobby cars a second glance or know that from the wreckage of a wartime air crash have arisen two surprisingly fast sports machines.

STIFF TEST FOR FORDS.

The ability of the rear end of the Ford car and truck to stand up under hard usage is constantly maintained by an ingenious testing device designed by Ford engineers and erected in the general assembly building at the Dearborn plant.

From time to time a rear and assembly is taken at random from the production line and placed upon the testing machine so that each of the rubber-tired wheels rests upon a motor shaft that is off centre. The rear end is weighted down to approximate the weight of a loaded car or truck and the machine is put in motion.

From then on the testing machine works automatically. Simulating what would happen under actual driving conditions, it starts out slowly, whips up to a speed of 45 miles an hour, slows down, and then stops, only to begin over. As the wheels are spun around, the off-centre motors cause them to bounce up and down as they would on a rough road thus giving a severe test to the shock absorbers as well as to the rear end assembly. Meanwhile a blower sends a draft of cool air over the tires and axle housing so that the test run is made under conditions approximating as closely as possible those that would be encountered on the road.

Every rear end that is tested in this way is operated for at least 10,000 miles; and frequently the test runs are for the equivalent of much greater distances. The parts are then disassembled and checked to determine the amount of wear and distortion. The extremely delicate gauges with which this is accomplished can detect variations as fine as a tenth of a thousandth of an inch. Other instruments determine the hardness of the metal and still others measure angles with infinite precision.

If these tests show the slightest deviation from the requirements laid down by the engineering staff, the cause is detected and corrected.

MOTOR NOTES.

THE LIGHTER SIDE.

She (sweet and dainty): "What sort of a driver is he?"
Her (dainty and sweet): "Oh, the sort of idiot that requires two hands to steer."

They had bought a car out of the proceeds of a war and were not what you might call carriage folk. Also, she was more than comfortably obese.

As she heaved herself into the car, she looked round at her inactive husband. "You are not so gallant as when you were a boy," she sneered.

"And you," retorted the husband, "are not so buoyant as when you were a gal."

"Mr. Jones, you asked me to let you off early yesterday to keep an appointment with the doctor, and when I left the office I saw you in a car with a lady. Will you please explain?"

"Yes, sir. That lady is my doctor."

"I am looking forward to the time when I shall be allowed to make you the happiest of women."

"It's awfully nice of you, but I don't think my father would let you make me a present of a car."

The motorist was just about to start up his engine in the hotel courtyard. He had spent the night in the hostelry.

"Would you like to have some views of the hotel, sir?" enquired the obliging proprietor.

"No, thanks," replied the motorist. "I have my own views of the hotel."

The motorist should have been more careful as he careered through the village; but he was not totally to blame. The old lady who was knocked down did not exercise all the care she might in crossing the road. She was smothered with dust and dirt, and her clothes torn here and there; otherwise she had not suffered much.

The local policeman was speedily on the scene. "From all the witnesses, it appears," said the constable, "that you were going along as though you didn't know how to drive."

"That's the height of nonsense," replied the motorist. "I'm an experienced driver. I've been driving daily for two years."

"What of that?" exclaimed the outraged woman. "I'm an experienced pedestrian. I've been walking daily for sixty-one years."

The motor-party were dining at the little roadside inn and it was excessive hunger, alone, that enabled them to swallow the poor food. The meat, especially, was unpalatable. "I say, waiter," exclaimed the leader of the party, "this meat is not nice. It gives one the impression that it was not properly killed."

"Not properly killed," ejaculated the innkeeper; "why, Gawd killed it."

The motorist was drenched to the skin so he took refuge in a little cottage by the side of the road. It was not merely a passing shower for, as night wore on, it rained harder than ever.

The cottager was a genial fellow and he urged the motorist to stay the night. "My wife will be only too pleased for you to remain; won't you, Mary?" he exclaimed. Mary was equally effusive in her pleadings for the comforts of the bedraggled tourist. They fitted him out with a suit of the cottager's, and in time the motorist decided to retire to bed.

As he ascended the semi-dark staircase in the cottager's old suit, the lady of the house was waiting at the top. Arrived on the uppermost landing, he found the wife of the cottager waiting for him. "I'll learn you to ask strangers to stay in my house," she hissed; "and, what's more, you can get his damned breakfast."

TEN COUNTRIES ON
BRITISH CAR.VEHICLE TRAVELLING
"INCOG."

Every year the number of motorists who venture abroad on a foreign motor tour increases. "See England first" is a sound slogan, but there comes an occasion when we want to enlarge our motoring horizon, more especially at this time of the year, when the sun is on short time at home.

For the benefit of the new growing army of motoring explorers I was sent out to seek now highways in many lands, to describe motoring conditions in divers countries, and to provide a faithful narrative of the joys and sorrows, if there be any, that may be encountered upon the way.

We have another function to perform.

The British motor-car has suffered to some extent in foreign markets through persistent propaganda to the effect that it is not fit for world conditions.

People have been led to believe that our cars are built for the Portsmouth road and not for frigid Alpine passes, that they are all right for a run to Brighton, but useless in the burning heat of the desert. Well, we shall see!

Travelling "Incog."

Let me introduce you to Cosmop, our car. It has to uphold the honour of the British motor industry among a lot of alien motor-cars.

The fierce light of publicity is going to be thrown on its behaviour under conditions where British cars are supposed to misbehave themselves.

Cosmop is short for Cosmopolitan. This is not its real name. It is travelling incognito, for it is not yet on the market. But I can say that Cosmop is the type of car that many British manufacturers are now concentrating on with a view to capturing markets abroad.

It has a six-cylinder engine and sufficient horse-power to suit the tastes of those who say that our cars are not big enough to compete with rivals outside Great Britain. It will cost far less than most of the foreign cars it is going to mix with during its period of probation.

I must also introduce you to the personnel of the expedition, because when touring the choice of companions is important.

First, then, the owner. It is early yet to say how things will pan out. We have so far reached the port of Le Havre. The car is being disembarked, and the owner is sipping a coffee and cognac, watching the other members of the party carrying out their respective tasks.

Judging from our drive down to Southampton one of the owner's jobs is to drive when the roads are goods, when it is not raining, and before that nasty period between sunset and complete darkness. The rest of the party drive at times exclusive of the above.

The owner is also O.C. documents. This is an important function.

He carries an imposing bundle of papers which give Cosmop the magic right of way through the Customs barriers of the many countries we are going to visit. But foreign travel by car is now so highly organised that all the owner has to do is not to lose them.

The Royal Automobile Clubs act as nurse to car owners arriving at the port.

That is why the owner is sitting sipping his coffee and cognac. The

R.A.C. nurse has taken his papers away.

He will appear later with the documents duly signed, and all the owner will have to do is to tuck them away in his pocket until we meet the next R.A.C. nurse at our next port. I hope there is another café there, for his sake.

Now we come to O.C. baggage and official map reader to the expedition. It was agreed when we started that the luggage should be limited to one suitcase and one attached case per person. The owner has curious ideas of what constitutes an attached case.

O.C. baggage asked him when an attaché case ceases to be one and becomes a trunk. He is at present busy roping the owner's attaché case on to the luggage grid.

Spare Driver.

The other member of the party is responsible for chronicling events as they occur in a fair and accurate manner, is also spare driver and official interpreter, a task of some difficulty and importance, as we are going to pass through about ten different countries.

The baggage is now stowed away. The owner has got his bundle of papers back. Some fifteen odd porters have asked us if the car has been unloaded in a satisfactory manner. The interpreter has expressed his satisfaction in the appropriate number of francs.

The sun is shining, the road is good, so the owner is taking the wheel, and the Cosmop's bonnet is set towards the south.

don't leave it
to luck



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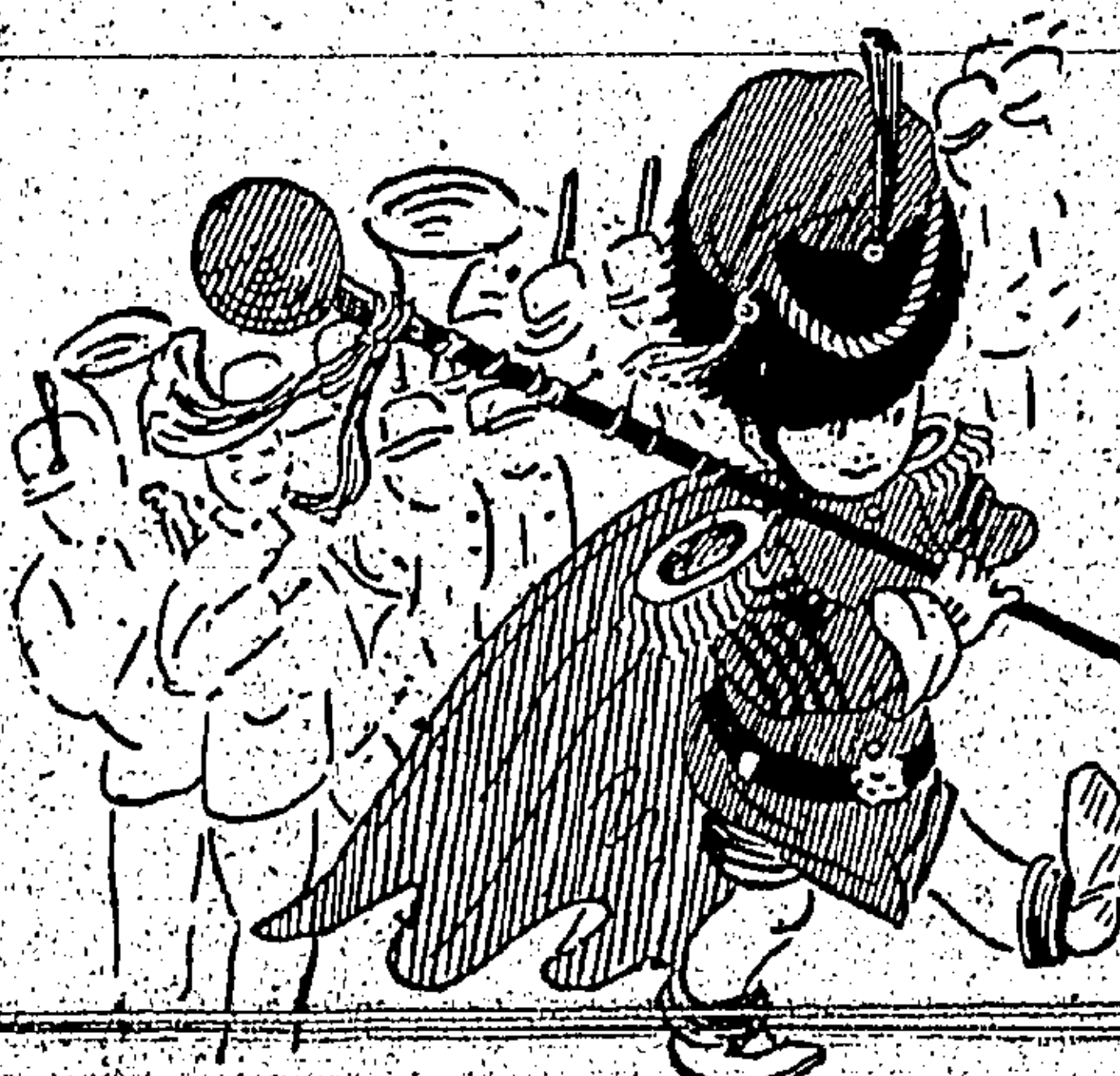
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Thirteen instalments still due	119. 8. 9.
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Cost of motoring for six months	£ 78. 18. 7.
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LONDON.

MOTOR NOTES

MORRIS MINOR TWO SEATER.

EXCELLENT PERFORMANCE ON HILLS.

A ROOMY BODY AND LIGHT STEERING.

There is no question at all but that the Morris Minor has firmly established itself as an economical, lively small car, and now the two-seater, the latest addition to the range, is a model that should be appreciated by those who, preferring the open body, still do not require a four-seater.

Perhaps the most prominent feature of the Minor is the smoothness of the engine, a factor not at all easy to obtain with this type of car, which depends very largely on the ability of the engine to turn over fast. Another point that might not be expected by those unfamiliar with the car is that a speed anywhere between 40 and 45 m.p.h. on the speedometer can be maintained without any apparent sign of distress, while the actual maximum is obviously very good indeed.

A thing which is surprising, too, in view of the engine capacity, is that the top gear performance is quite extraordinary. In fact, one of the most satisfactory features of all in the performance is the way in which the car tackles hills. If the engine speed is kept up reasonably before a gradient is reached, the average sort of main road hill is taken quite fast, on top, while the performance on second gear, if that ratio is used comparatively early, will take the car up at a speed little short of amazing.

Moreover, the car can be handled at top gear without snatch down to 6 or 7 m.p.h. with the ignition retarded, of course. But, driving in another way, taking advantage of the fact that 40 m.p.h. can easily be reached on second gear and still not over-stressing the machine, it can be made to hold its own in a most remarkable way with far bigger cars. In other words, one can hurry to very excellent purpose on the stout-hearted little Minor.

Light Steering.

Clutch action is light and the drive takes up progressively, the throttle works smoothly, and the brake pedal only requires light pressure, the action being decisive, while the hand brake, of which the lever could be a little nearer for a driver of average height, will hold the car stationary on a 1 in 4 gradient, on which, by the way, the car can be restarted without difficulty. Steering is extremely light, with a distinct tendency to straighten out automatically after a corner, springing is good, and the car holds the road very well indeed.

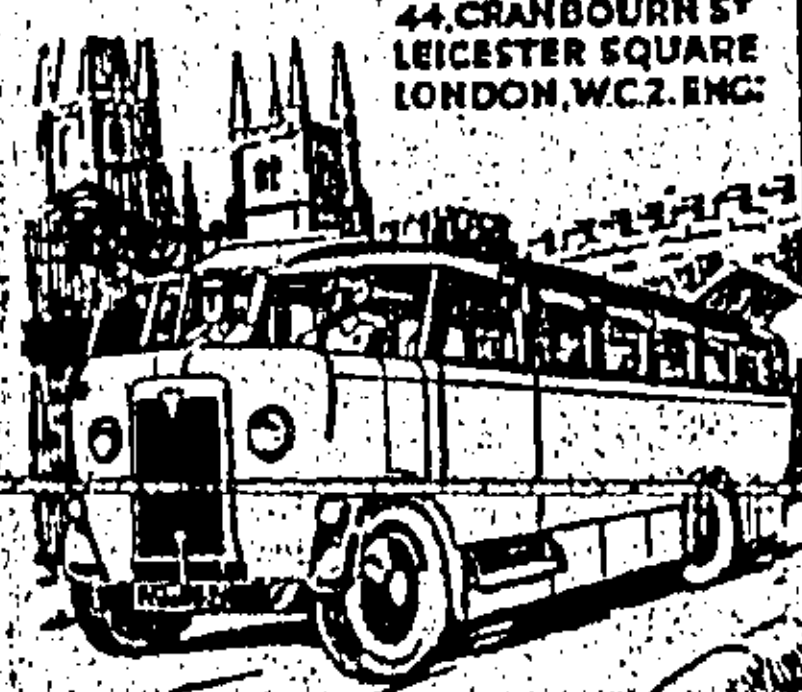
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See Europe from an Armchair

The two-seater body has ample room, the seat is not adjustable, and the upholstery should be durable; the single-panel windscreen, which has safety glass, is fixed and has a suction-type wiper. The grouped instruments are neat though not illuminated, the panel being recessed somewhat beneath the scuttle, while on either side is a useful cubby hole. There are two wide doors, with both outside and inside handles, the hood is neat, with a good cover, and is easily raised and secured by one person, there being rigid side curtains which fill in the space between the back portion of the hood fabric and the windscreen so as to make the car really snug in bad weather. Each side screen, by the way, has a hinged section for ventilation and for allowing hand signals to be given, and when not in use the screens are carried in a recess behind the hinged section of the driving seat, where they are well out of the way and are not likely to become scratched or otherwise damaged.

The spare wheel and also the tools are stowed accessibly in the tail, inside the body, that is, and there is a good deal of space left for luggage. Beneath the bonnet the engine is neat—an effect which is enhanced by the oil-retaining cover that conceals the overhead valves—and has the auxiliaries properly accessible. In particular the plugs are easy to get at; it is a simple matter to remove for cleaning purposes the restrictor valve through which oil passes to the overhead-valve gear; the distributor and coil and, on the other side of the engine, the carburettor, are in good positions, and the drain tap for the radiator is also accessible—a point that is not infrequently overlooked. It can be the source of considerable annoyance if it is difficult to get at the tap or if some form of spanner has to be employed in operating it.

Powerful Headlights.

A convenient feature is that when the bonnet is lifted there is a support which keeps the side-lap of its property out of the way of anyone making adjustments or, for instance, checking the oil level. The oil consumption, incidentally, seems to be very low, and it is a noteworthy point that the engine always starts very easily indeed, not only when it is warm, but from cold first thing in the morning. The oil filler is accessible and has a snap-type cap, while the fuel in the scuttle has a quick-action filler cap, that orifice also being properly accessible.

The head lights are powerful, and at 30 m.p.h. with all lights on—there being proper side lamps in addition, though no dimming device is provided—there is a surplus of two amperes for charging purposes, in which connection it may be mentioned that the dynamo is set so as to charge at one of two rates—either full charge for the darker months when the head lamps are used to a greater extent in relation to the amount of daylight running, or half charge for the summer time, when conditions are less arduous as far as the battery is concerned. Accordingly the switch has two positions, corresponding respectively to full and half charge rate. The battery is reached for inspection when the front seat cushion has been lifted, and the chassis is quite reasonably well arranged for greasing the various lesser bearings with the usual pressure gun.

Chromium plating is used for the bright external parts, and, as to detail equipment, there is a bumper at the front of the car, and a driving mirror fixed to the right-hand screen pillar, while a good thermometer is fitted on the radiator filler cap. In fact, considering the car from the point of view of the average buyer who wants an inexpensive vehicle, really ready for the road, there is very little additional equipment that seems desirable.

Semi-Sports Appearance.

The Morris Minor pleases one very much indeed because of its willingness to tackle hard work equally successfully as a much bigger car, and the value is obviously excellent.

The appearance, too, of the semi-sports type body is good, though aesthetic considerations have not been regarded as more important than providing a roomy, practical little car which is as suitable for the older man who prefers an open body as for the younger enthusiast. An interesting aspect of the present-day attitude towards miniature cars is that no longer are they looked upon as something slightly impractical by reason of the dimensions, but are taken absolutely seriously, as it were, and often in direct competition with much bigger and more expensive cars.

AUTOCAR ROAD TESTS.

"AUSTIN 20" A SOUND SOLID CAR.

ENGINE BECOMES SMOOTHER AS CAR GAINS SPEED.

In many respects, the 50 h.p. six-cylinder Austin occupies a position entirely its own among modern cars. First of all, the amount of room in the saloon body is exceptional; exceptional also is the head room, and it is said that there seems to be a great many people nowadays who want a car which is really high, who feel cramped in the new style body, and who put no particular value on lines which reduce head resistance.

Certainly, considering its size and price, this car has a remarkably comfortable body from every point of view, and the equipment and finish generally are extremely good. Over and above that, this is one of the few cars which has a high cruising speed without possessing anything exceptional as a maximum, which is interesting, since so few engines remain smooth near their upper limit.

As it is, the Austin engine is smoother the faster it runs, and a driver falls naturally into a speed that can be anywhere between 35 and 50 m.p.h., over which range the power unit as a whole is both silent and smooth. Nor from the lower speeds is the acceleration anything but good, considering the size and weight of the car.

The suspension, also, is good, being more of the flexible town-carriage type than of the more rigid sports model spring, albeit the amount of sideways on corners—even on corners taken fast—is in no way excessive. The steering is typical of the Austin design, for there has always been something slightly different in the handling of an Austin wheel as compared with that of any other car. The low ratio makes the big machine easy to manoeuvre in a confined space, and the car is at all times easy to hold on a straight road, whatever the speed.

Easy Gear Change.

The gear change, also, is typical of the make, and at first it is none too easy to be certain of a quiet change every time, though custom naturally is an efficient remedy, and curiously enough, it is much easier to feel the gears if the lever is held low down than it is if the admittedly more convenient knob is used. When once the feel of the gears has been obtained the gear change seems quite normal.

The brakes are good, seem progressive in action, are not unduly violent, and appear to affect each wheel equally on a wet surface, while the hand brake is more effective than its type usually is.

As to detail work, the rapidity of action of the window winding mechanism is a great boon to any driver who wishes to give hand signals in town but is not anxious to keep the window at his side open or partly open for the purpose.

The luggage container at the back looks well, is sturdy, and is of a size that is suitable for overage suitcases, with sufficient space to spare for the usual collection of smaller articles that one has to carry in addition to the main luggage. The windscreen wiper is cleverly there is a quite exceptionally big cubby hole on the left-hand side of the instrument board, and the instruments themselves are grouped. To a certain extent the wheel spokes at first seem to obscure the various dials, a thing to which one becomes accustomed very speedily, and the new lighting system for the dials, a small lamp being clipped to the steering column, is very bright, which has its advantages and disadvantages, though the latter could be overcome by colouring the lamp bulb green, as is sometimes done.

Deeply Sprung Cushions.

As to the interior, the front seats are separate, have deeply sprung cushions, and are independently adjustable fore and aft. In the matter of general convenience there is a roof net for small parcels, maps and so forth, and the back seat has a central arm-rest which, when not required, folds out of the way. An unusual point which obviously can be an advantage is that the back seat cushion does not rest directly upon the floor-boards, as is usual, but is raised, and has beneath it a space extending the whole width of the body. Clearly, this space can be utilised for small suitcases and other luggage it is not desired to carry in the proper box at the back of the car, or in addition to that accommodation. At the same time, the seat cushion has not the effect of being unduly high from the floorboards.

Undoubtedly, the hand-operated starting motor switch on the instrument board is better than the pedal, which used to be standardised, simply because if the car is being driven out of its garage first thing in the morning and the engine is accidentally stopped, as sometimes happens, the starting motor can be brought into operation at once, whereas with a pedal switch the driver has to get out gear, then start the engine, then get into gear again, and the same thing applies in traffic.

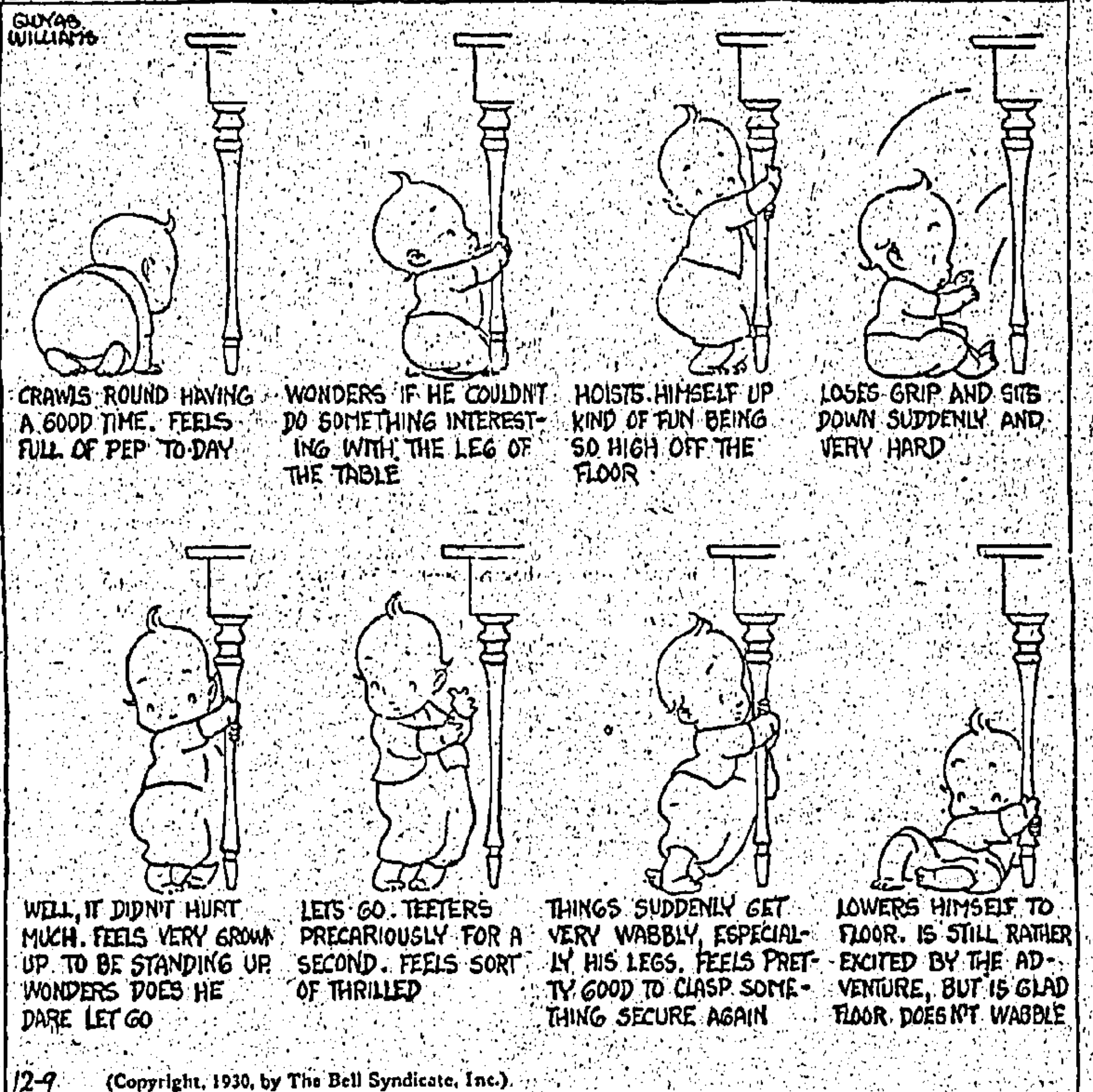
For brake adjustment there is a single, central hand-wheel device, reached beneath the floorboards, for setting the shoes for all four wheels.

The Lighting System.

At night the head lamps are good, giving an even, wide light to a considerable distance, and the dimming switch is well placed on the steering wheel. With all lights on, moreover, the ammeter shows that it is charging slightly, while the charge during daylight hours is ample, so that there should be no fear of being caught with the accumulator practically empty if the machine is used a great deal

EXPERIMENT

By GLUYAS WILLIAMS



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for dampness are never cheap. In a few years, they cost more than a really permanent and entirely satisfactory treatment with Portland Cement and 'PUDLO' Brand Waterproofer.

A booklet, in English or Chinese, describing the uses of 'PUDLO' will be gladly sent on request, by the Sole Agents for HONG KONG and SOUTH CHINA:

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CALL AND INSPECT.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

SHANGHAI POLICE MURDER.

SHOT IN THE BACK WHILE CYCLING.

Inspector En Chen Tung officer in charge of the Tan Chia Chiao sub-branch of the Chinese section of the Greater Shanghai Bureau of Public Safety, was shot dead last Sunday evening by some person or persons unknown and efforts are now being made by the authorities to apprehend his assassins. The Tan Chia Chiao sub-branch is situated in the mill district and part of the district is situated in the lonely country-side.

According to information available at the Public Safety Bureau, an aged Chinese visited the Tan Chia Chiao station and handed in a letter addressed to the inspector who was absent at the time. When Inspector En read it, he put on his overcoat, loaded his pistol and left the station on a bicycle, telling his subordinates that he probably would not return that night. He failed to state, however, where he was going and was not seen alive after that.

Later, in the evening, a report was made to the station that a man in police uniform was lying dead on a vacant piece of land off Kunghe Road and, after inquiries, it was ascertained that the dead man was the inspector. His bicycle was lying several feet away from him. An examination was made and it was found that Inspector En had been shot twice in the back but his pistol and the letter were found on his person. The letter was opened and it was learned that it had been sent to deceased by a Chinese in the Settlement inviting him to a mahjong party that evening.

Deceased was an old and valued servant of the Bureau of Public Safety and his death is regarded by his colleagues as a loss to the force. He was survived by his wife and two daughters.

CAPT. E. W. RETTIE.

RETIREMENT OF SINGAPORE WHARF SUPERINTENDENT.

Capt. E. W. Rettie, D.S.C., Wharf Superintendent of the Singapore Harbour Board, sailed for home on February 5 by the Comorin on retirement. Capt. C. M. Clayton succeeds him.

Capt. Rettie, who is 50 years of age, came out East in a sailing ship in 1895. On the outbreak of the War he went on active service and was actively engaged in the transport of men and munitions from Great Britain to France. He had several narrow escapes from enemy submarines, and, in recognition of his services was awarded the Distinguished Service Cross.

At the conclusion of the War, he returned to Malaya and joined the Singapore Harbour Board in 1919.

Speaking to a representative of the Straits Times, Capt. Rettie described the improvements that had been brought about in the port during the last decade, and said that the port had been converted into one of the finest in the East. Everything connected with it had greatly advanced except, perhaps, the system of coaling, which now remained as it was in 1895—coaling by means of baskets. He was not prepared to say that the system was altogether without advantages.

As a token of their regard for Capt. Rettie, the employees of the Harbour Board and the members of the "Pilots' Association" presented him with a cheque and also a piece of plate, suitably inscribed.

HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

Strength:—Constable R433 A. Mirams has been taken on the strength of the "Sharpshooters' Company" as from February 14.

Constable R434 O. F. Pragnell has been permitted to resign having completed one year's service with effect from February 11.

Miniature Range Practice.—Practice on the miniature range will take place as usual on Thursday, February 19, at 5.15 p.m. for all members of the Company Rifle Club.

(Sgd.) D. L. King,
D.S.P. (R.).
Hong Kong, February 10, 1931.

ABSENT WITHOUT LEAVE.

NAVAL OFFICER TRIED BY COURT-MARTIAL.

SEVERELY REPRIMANDED.

A Court-Martial was held on board H.M.S. Medway in Hong Kong Harbour yesterday to try Lt. William Guy Drury Blakeney, R.N., for (a) remaining away without leave on February 10 and (c) negligent performance of duty in not inserting corrections in certain books.

Lt. Blakeney belongs to H.M.S. Medway now, but at the time of the offence was an officer of H.M.S. Bridgewater.

The accused pleaded guilty to the first two charges, but declined to plead on the third.

The Court was Captain L. F. Potter (H.M.S. Cumberland). Other members of the Court were Capt. W. P. M. Wardlaw (H.M.S. Bruce), Capt. C. Cantlie, D.S.C. (H.M.S. Medway), Commander E. G. Morris (H.M.S. Tamar), Commander P. S. E. Maxwell (H.M.S. Herald).

Paymaster, Captain L. C. E. Ayre, O.B.E., Secretary to the Commander-in-Chief, was Judge Advocate. Commander C. D. More of H.M.S. Bridgewater was the prosecutor and Pay-Lt. Commander S. J. Wheeler of H.M.S. Medway was prisoner's friend.

Accused's Statement.

After evidence had been given in support of the charge of alleged omission to make the necessary entries, the accused gave evidence explaining why he failed to do so.

Commander Wheeler, the prisoner's friend, submitted in his speech for the defence that the most that could be said against the accused was that he failed to correct three confidential books. He submitted that the accused's explanation of the case was a satisfactory one and that he had done nothing which a person of his rank and seniority would not have done. He suggested that the prosecution had entirely failed to prove their case.

The defence then put in certain testimonials of good conduct while the prosecution put in a log entry of H.M.S. Bridgewater which showed that the accused had been on shore without leave on one occasion in Shanghai.

The Court found the third charge not proved. On the first two charges the accused was severely reprimanded.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NET PROFIT FOR LAST YEAR.

\$193,000.

The annual ordinary general meeting of the Humphreys Estate and Finance Co., Ltd., is to be held at the Hong Kong Hotel, at 11.30 a.m. on Tuesday, February 24, when the Directors will submit the following report and statement of accounts for the year ended December 31, 1930.

The net profit for that period, after deducting Directors' and General Managers' remuneration and including—\$12,693.41 brought forward from last account, amounts to—\$193,591.65.

Which the Directors recommend should be appropriated as follows:

Pay a dividend of 80 cents per share \$120,000.00
Transfer to special repairs and renewals account 10,780.15
Transfer to building improvements a/c 15,000.00
And carry forward to new profit and loss account 47,775.50
\$193,591.65

Mr. J. Scott Harston, Mr. J. M. Alves, Hon. Mr. C. Gordon Mackie and Mr. J. H. Taggart retire, but being eligible offer themselves for re-election as directors.

The accounts have been audited by Messrs. Percy Smith, Seth Fleming, and Messrs. Linstead & Davis, who offer themselves for re-election.

INDIA'S HEALTH PROBLEMS.

TOUR OF LEAGUE OF NATIONS DELEGATES.

HON. DR. WELLINGTON'S LECTURE.

"A tour through India with the League of Nations' Health Interchange," a lecture delivered by the Hon. Dr. A. R. Wellington at the Helena May Institute last evening provided a mine of information regarding the marvellous progress in sanitation that had been made in India in recent years.

The lecturer gave his impressions of visits paid to numerous places in India. Below are some of his observations.

The time chosen for the tour was January and February, 1929, this being the cool and dry season in the north and the dry season in the south. The party collected at Delhi in December, 1927, and on January 1, 1928, the business commenced. The countries represented on the Interchange were Japan, China, Philippine Islands, French Indo-China, Siam, Straits Settlements, Federated Malay States, Dutch Indies, Australia, New Zealand, Ceylon and Egypt.

Dealing with the visit to Lahore, the lecturer said "with regard to medical matters that of chief interest to the Interchange was the health propaganda centre under the Assistant Director of Public Health. The staff included a photographer, an artist and a draftsman and others who together produced lantern slides, leaflets, pamphlets, diagrams and posters not only for the medical and health department but for other bodies such as the Education Department, and co-operative societies, the rural community councils, the Red Cross, the Y.M.C.A., etc. Some idea of the magnitude of its activities may be gathered from the fact 40,000 lantern slides were prepared for the Rural Community Boards in one year.

Speaking on the useful work done by the village co-operative societies, the lecturer said:—The co-operative movement is well to the fore both in Calcutta and the neighbouring villages. It started in 1917 when certain cow-keepers were persuaded to co-operate for the purpose of advancing their trade. The results were so good that in the following year five other villages joined and the Calcutta Milk Union was formed. The movement spread and by 1927 there were 81 village societies in the Union some of them situated as far as 50 miles from the city. The Union now deals with 10,000 pounds of milk per day. All milk is brought to a central depot where it is strained, pasteurized, bottled and stored in a cold-storage room awaiting sale. The Union has its own Veterinary Surgeon, its own chemist and its own stud farm.

The late Dr. Chatterjee, a physician and philanthropist, conceived the idea to apply the co-operative system to public health in the villages. Starting in one village as an anti-malaria move it proved so successful that the principle was extended to public health in general. Other villages followed suit and a Union was formed which erected their own dispensary and employed their own doctor. In 1927 there were 1,000 village societies and 20 unions.

Sir William Hornell, who presided at the lecture, thanked the lecturer for his discourse at the conclusion of the function.

MOTOR ACCIDENTS.

CAR SKIDS AND COLLIDES WITH A TREE.

Six local residents were involved in a motor accident on Friday. The party were motoring in the New Territories in a Lincoln touring car, which, skidding on the Tappo Road, near the 13th milestone, collided with a tree. The car was badly damaged, but Mr. Yau Chung and other Chinese and Portuguese members of the party were not seriously injured. They were suffering more from shock than personal injury, and were taken by ambulance to the Kowloon Hospital for treatment.

Interlopers in Accident.—Another accident occurred the same day when Mr. E. B. Gammell and Mr. D. L. Mills-Day were the occupants of a car driven along Queen's Road East. The car collided with a hand-truck belonging to the Laundry Company, and a coolie, who was engaged at work on the tram lines was injured. The man had fractures in both legs and was sent to hospital.

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RULING CASH RETAIL PRICES

A quality known as "Steam Gokets"—\$20 per ton ex godown, Hong Kong or Kowloon.

B quality known as "Furnace Gokets"—\$20

C quality known as "Smoking Gokets"—\$18.50

Delivery charges for Household

Hong Kong:—(1) Peak districts (above Bowen Road) ... \$4.00 per ton.

(2) All roads above Caine Road and Bonham Road and below Bowen Road ... \$2.50

(3) Caine Road and Bonham Road ... \$3.25

(4) Solihing as far as Samsom Road ... \$3.50

(5) Wanchoi and Causeway Bay (beyond City Hall) ... \$3.25

(6) Low Levels ... \$2.00

Kowloon:—All parts of Tsim Sha Tsui, Yau-mati, Mongkok, Hungtom, Kowloon City and Latchukok ... \$1.00

Lots of 1/2 or 1 ton will be delivered at full rates.

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NEW YEAR HOLIDAYS

OUR STORE WILL BE CLOSED TO BUSINESS
FOR 4 DAYS

FROM FEBRUARY 17
To FEBRUARY 20

AND WILL BE REOPENED ON

FEBRUARY 21

THE WING ON CO., LTD.
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Just as vital
in JANUARY
as in JULY



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WINTER weather, haired kitchen, high food prices—these are just a few reasons why you need a General Electric Refrigerator fully as much in January as in July.

Months after month it helps to repay its cost—keeping milk sweet, protecting meats and leftovers, providing plenty of ice cubes—the only household appliance that saves you money all year.

Come in. Examine the Monitor Top which contains the simple mechanism—hermetically sealed from dirt, air and rust. Inspect

the attractive new All-Steel cabinets—no wood to absorb dampness or odors.

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ANDERSEN, MEYER & COMPANY, LTD.

CHINESE NEW YEAR.

CHEAP FLOWERS AND GOLD FISH IN HONG KONG.

EFFECT OF CANTON'S BAN ON CELEBRATIONS.

There was no half-heartedness about the ushering in of the Chinese New Year in Hong Kong. The usual last-minute shopping was in evidence everywhere yesterday and the celebration is not in any way confined to a small section of the community. Large department stores down to small shops were open for business up to a late hour last night and there can be no question of the lunar year being allowed to slip in unannounced. Cracker firing is still popular and the Chinese community did not spare itself last night.

The official ban on celebrations in Canton has indirectly benefited Hong Kong. Flowers are plentiful at the Chinese New Year Bazaar and there is a wide range to select from. Moreover, owing to the absence of demand in Canton, gardeners are compelled to sell their flowers at practically half the price charged last year.

Beautiful Pot Plants.

Some very beautiful specimens of pot plants were on view yesterday and only moderate prices were asked. This means that flowers will find their way to the homes of practically every Chinese. Previously good flowers were so expensive that only the very rich were able to buy them at this time of the year.

There is, however, one drawback. Owing to the prolonged hot spell recently, practically all the flowers offered for sale in Hong Kong are in full bloom. This is unfortunate as the Chinese are very partial to flowers which are likely to bloom on New Year's Day. Any pot of flowers bearing buds that promise to bloom on New Year's Day generally fetch good prices.

Gold Fish Plentiful.

Gold fish are also plentiful and cheap this year. Here again the absence of demand in Canton has led to the flooding of the Hong Kong market and prices consequently have dropped to a very low level. It is unlikely that all the pretty plants and flowers and gold fish offered for sale at the Chinese fair can be absorbed by the Hong Kong population this year.

The fair itself this year is not such a big affair as in the past, this being due to Police regulations. Its main attractions seem to be flowers, gold fish, Chinese sweets, meats, fruits and joss material. The curio stalls, which for so many years have attracted Europeans visiting the fair, have all disappeared. Next year, it has been indicated by the authorities, the fair will be arranged on the Reclamation in Wanchai, and there is no reason to think that it will not be equally as popular as the fair which ushered in the present year.

RADIO TELEPHONY.

LADY PEEL TALKS TO LONDON.

EQUIPMENT ON THE "BELGENLAND."

Hong Kong radio enthusiasts were shown, for the first time in the Colony, the radio telephone when the liner Belgenland came into port on Saturday afternoon. The equipment, which is in a room on the "B" Deck of the giant liner, looks simple enough. Just an ordinary desk telephone, a switch board and a loud-speaker, and yet on Friday night, when the liner was approaching Hong Kong, officials on board spoke to the editors of the Daily Express and Evening News in London.

Our representative was informed by an officer on the liner that on Sunday night Lady Peel spoke to London on the radio telephone, while several other calls were made. It is of interest to note that this is the first time that a radio telephone has been installed on a world cruise ship.

The circuit in each instance was kept up for approximately 10 minutes, the distance covered being roughly 6,000 miles, and the radio path traversed Asia and Central Europe.

Mr. Geoffrey Steven of the International Marine Radio Co. and the commander of the Belgenland spoke to the editors from the ship.

CHIEF JUSTICE GIVES JUDGMENT IN THE SZE YAP ACTION.

ISSUE DECIDED IN FAVOUR OF PLAINTIFFS FOR CONTROL OF THE BUSINESS.

Judgment for plaintiffs, with costs, was given by the acting Chief Justice (Mr. Justice Wood) at the Supreme Court yesterday in the action brought to decide the rights of two parties of directors in the Sze Yap Steamships Co., Ltd. His Lordship expressed the hope that the contestant parties may now find it possible to come together and recognise the over-riding interest of the company as a whole.

Mr. Eldon Potter, K.C. instructed by Mr. F. X. D'Almada, snr., was for plaintiffs. The defendants were represented by Mr. F. C. Jenkin, instructed by Mr. Leo D'Almada, snr.

FULL TEXT OF THE JUDGMENT.

Giving judgment his Lordship said:—The plaintiffs are the Sze Yap Steamship Company, Limited, and the defendants are five persons who were directors of the company on all material dates.

At a meeting of shareholders of the company held on July 8, 1930, eight resolutions were passed. At a further and confirmatory meeting held on July 24, 1930, the same resolutions were confirmed as special resolutions. In the present issue, the plaintiffs support and the defendants impugn the validity of these proceedings.

These meetings were convened by requisitionist shareholders under the provisions of the Companies Ordinance (Ordinance No. 68 of 1911).

It is not suggested by the defendants that the first meeting was not duly convened. They challenge the proceedings on the occasion itself.

The defendants further submit that the confirmatory meeting was invalidated by want of due notice. I will deal with this latter point first.

The resolutions were special resolutions. Such resolutions must be voted upon and passed by a statutory majority at a general meeting of which notice specifying the intention to propose the resolutions as extraordinary resolutions has been duly given. (See Ordinance No. 68 of 1911, sec. 70 (1)). A resolution does not seem to become special until confirmation. (See sec. 70 (2) (a) and (b)). After they have been passed at the first meeting, special resolutions must be confirmed at a subsequent meeting.

Requisitionist shareholders convened both these meetings in consequence of an omission by the directors to convene them within the limits of time allowed to them by the ordinance so to do. The manner in which these meetings may be convened by requisitionists is prescribed to be "as nearly as possible—that in which meetings are to be convened by directors."

The defendants question the manner in which the confirmatory meeting was convened. No point has been taken with reference to the length of notice given by the conveners. The completeness of the list of shareholders to whom notice was given was doubted by Mr. Jenkin in his final address, but I would not then entertain any submission upon this point as the matter had not been specifically put to the plaintiffs' witnesses. The real matter for consideration here is the sufficiency in substance of the notice itself. The notice relied upon by the plaintiffs consists of two documents, the first dated June 19, 1930, and the second dated July 17, 1930.

Shareholders' Requisition.

The first notice set out the eight resolutions in full and announced the date of both proposed meetings. It has been submitted for the defendants that in view of the fact that the authority of the requisitionists under the ordinance to convene the second meeting (see sec. 67 (4)) did not, in fact, arise until July 13, the notice of June 19 cannot operate to validate any step taken under such authority. With this submission I agree. It therefore remains to consider the sufficiency of the second notice, that dated July 17.

The text of the translation of that notice is as follows:—

To the attention of all shareholders of the Sze Yap Steamship Company, Limited.

Notice is hereby given that at the special general meeting of the whole body of shareholders of this company, held on the 8th day of July (1930) for considering the eight items of matters mentioned in the Requisition submitted by shareholders holding 1/10th share, (in the paid-up capital of the company) the various shareholders (who were present) at that time unanimously agreed to the adoption of all the resolutions.

You are further requested to confirm such resolutions previously adopted at another meeting to be convened at 2.30 p.m. on Thursday, the 24th day of July (1930) (i.e. the 29th day of the 6th moon lunar calendar) also on

the premises of the Sze Yap Commercial (and Industrial) Association and to treat same as special resolutions. All shareholders are requested to attend the meeting punctually and not to waive (their own rights). This is the notice. The 17th of July, 1930.

Notice respectfully given by shareholders holding 2/10th shares (in the paid-up capital) of the Sze Yap Steamship Co., Ltd.

Notice in Order.

Objection is taken to this notice that it does not set out in terms the resolutions requiring confirmation as special resolutions. It has been argued that the proceedings, being founded upon a newly derived authority, must be self-contained and that, therefore, any notice given must be as informative as a notice requisite to a preliminary meeting. To my mind, accepting this contention, it still does not successfully impugn the notice given. This second notice referred each shareholder to an immediately available and complete record of information, and by so doing fulfilled the requisites of due notice for any meeting.

Out of what now appears to me to have been an excess of caution, Mr. Potter, for the plaintiffs, suggested that the defendants on this issue, in view of their course of conduct in correspondence and in advertisement, must be held disqualified by acquiescence from questioning the sufficiency of this notice given. They could, he submitted, have raised this point before the meeting was held and at that time, though challenging the validity of the intended proceedings on other grounds, they did not advance this particular criticism, and have, therefore, now lost any right to do so. However, I agree to me that individual acquiescence on their part (if any, and I do not find any) is not in point.

The course here is ultimately dealing with the rights of shareholders and the acquiescence of the whole body of shareholders is alone relevant.

Occurrences at Meeting.

I come next to the occurrences at the meeting of July 8. This meeting commenced at about 2.30 p.m. and continued, without interruption, to about 4.30 p.m. There was then an interval during which no business was attempted. During this interval a number of shareholders departed. This interval was about a quarter of an hour. At about 4.45 p.m. business was resumed. The eight extraordinary resolutions for the consideration of which the meeting had been convened were each proposed, seconded and voted upon, and passed by a statutory majority. The meeting ended at 6 p.m.

During the first portion of the meeting, the chairman was Mr. Li Yu Tung. He left the chair at 4.30 p.m. The second portion was presided over by Mr. Ng Tung Kai (who has been also mentioned as Mr. Ng Tim Kai). The issue raised the question whether this second portion was a regular and effective continuation of the original meeting, or as to be regarded as a separate meeting of shareholders held without notice given, and therefore irregular and without result.

As the evidence developed, it appeared that the decision on this matter depended upon a finding of fact whether the meeting, if closed by the chairman at the end of the first period, was so terminated with the consent and acquiescence of all shareholders then present, and further, whether, if not terminated with such consent, it was closed after the question for which the meeting had been convened had been duly put and voted upon. ("National Dwellings Society v. Sykes" (1894) 3 Ch. 155—Gatesby v. Burnett" (1916) 2 Ch. 325).

This meeting was a culmination of a strenuous controversy between two considerable bodies of shareholders. With the substance of the dispute this issue is not concerned. Over two hundred shareholders at

the meeting were present, and the opponents of the eight resolutions would seem to have been not equally matched. Possibly a certain number of shareholders present were adherents of neither party. One of the eight resolutions

involved the removal from office of existing directors and the substitution of others. Feeling ran high and by 4.15 p.m. no question had been put to the meeting. Of three solicitors who attended the meeting under instructions, two had withdrawn, apparently despairing of any restoration of order.

Variance in Evidence.

As to what exactly took place between 4.15 p.m. and 4.30 p.m. accounts given in evidence differ. Such variance is only to be expected. In listening to witnesses on both sides, I have been impressed by their evident intention to state, as far as they are able, what they believe to be actually the facts. The chairman, Mr. Li Yu Tung, was, in my view, capable and impartial. He had wrestled with an impossible task of bringing the meeting to a mood in which he was able to obtain anything of the right, resolutions contained in the requisition, to have been some improvement in order. That it did not amount to an absolute lull is, to be inferred from the fact that the matter did not impress itself upon the notice of Sergeant Hill, the European Police Sergeant who was in attendance to preserve the peace. The meeting was being conducted upon the premises of the Sze Yap Industrial Association and Mr. Wong Yuet-Chiu, the Secretary of the Association—standing by the Chairman—obtained the attention of the greater number present. He spoke to suggest that two proposals, namely to charter the company's ships (which subject was mentioned in one of the eight resolutions) and to consider the payment of a dividend, should be put to the meeting as non-contentious matters and adopted. A proposer and seconder were found for this motion and on a vote taken in a summary fashion, the chairman declared this motion to be carried. The material divergence in the evidence occurs at the point where it becomes necessary to decide how far this stop in the proceedings affected the position in the agenda of the eight resolutions. Mr. Wong Yuet-Chiu informed the Court that whatever he may have said, he did it in mind to recommend to the meeting non-contentious matters and adopted. 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ALFONSO LIKELY TO SURRENDER.**COMPLETE REVISION OF THE CONSTITUTION.**

[THROUGH REUTER'S AGENCY.]

MADRID, Feb. 15. The Catalan leader, Señor Cambo, arrived and was received by King Alfonso, who subsequently had a conversation with General Berenguer at the War Ministry.

Señor Cambo stated to Pressmen that he had advised King Alfonso to accept a Government formed of members of the Left.

King Alfonso has telegraphed to Señor Santiago Alba, the Liberal leader, who is in virtual exile in Paris, to come to Madrid immediately.

It is expected that King Alfonso will request Señor Alba to form a Government.

Popular feeling in favour of a complete revision of the constitution which would greatly reduce the powers of the King is very strong, and the impression is growing that King Alfonso is willing to surrender to the extreme Left.

Queen of Spain Returns From England.

LONDON, Feb. 15. The Queen of Spain, who came to London to see her mother, Princess Beatrice, when the latter was dangerously ill, left for Madrid to-day.

Minor Disorders at Madrid.

MADRID, Feb. 15. Minor disorders broke out in various parts of the city yesterday. Meetings of Republicans were held in spite of the official ban.

The police repeatedly charged and dispersed the crowds.

King Alfonso spent the day receiving the political leaders, who submitted various ideas regarding a future Government.

King Must Agree to Modification of Policy.

PARIS, Feb. 15. Santiago Alba, interviewed by Reuter to-night regarding King Alfonso's telegram, refused to commit himself to a definite statement of policy, but he said he would not return to Madrid without receiving an undertaking that the King will agree to a "modification of the traditional policy of the Spanish monarchy."

AMERICA'S GRAIN POLICY.**CHAIRMAN OF FEDERAL FARM BOARD RETIRES.**

[REUTER'S AMERICAN SERVICE.]

CHICAGO, Feb. 15. After many struggles against odds, in which he often met with severe criticism from the opposition in Washington and the wheat growing centres, which did not favour his grain policies, Mr. Alexander Legge, Chairman of the Federal Farm Board, has announced that he will retire from the Board on March 4 and resume the presidency of the International Harvester Company, which he resigned in July in order to take up the Chairmanship of the Farm Board at President Hoover's request.

SCOTLAND'S SOLITARY "DRY" ADVOCATE.**PRIVATE BILL GETS POOR RECEPTION.**

[BRITISH WIRELESS SERVICE.]

GLASGOW, Feb. 14. Only 18 members voted for Mr. Scrymgeour's "Prohibition" Bill in the House of Commons yesterday as against 137.

Mr. Scrymgeour is the solitary "prohibitionist" member of Parliament. He has been returned for Dundee since 1922 as an Independent. He failed to secure the support of his fellow members owing to its extreme character.

Lady Astor, who supported the temperance cause in the debate, did not vote for the Bill, as she wanted local option.

BRITISH INDUSTRIES FAIR.**LARGEST IN THE WORLD OPENED YESTERDAY.**

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 15. The British Industries Fair, the largest national trade exhibition in the world, opened to-day at London and Birmingham.

It is estimated that £10,000,000 worth of British products are on display and over 2,300 manufacturers are participating, and buyers from 80 countries will attend.

The stalls of the London Fair at Olympia cover 300,000 square feet, with a frontage of eight miles.

Canada and India have separate exhibits, while Newfoundland and Ceylon will be newcomers to the Empire Marketing Board's section in the "Empire's Main Street."

Simultaneously a cotton trade exhibition will open at the White City (which will be decorated with over 1,000,000 yards of cotton fabric) and an artificial silk exhibition at the Albert Hall.

Some of the Novelties.

As illustrating how widely representative the Fair will be, the products include such novelties as the first British invention showing "talkies" in home clocks as big as men, penny-in-the-slot machines delivering a lighted cigarette; and a woman's handbag containing a telescopic umbrella.

BREACH OF INDIA'S SALT LAW.**MASS CIVIL DISOBEDIENCE AGAIN BREAKS OUT.**

[THROUGH REUTER'S AGENCY.]

SURAT, Feb. 15. Mass civil disobedience and the breaking of the salt law are reported again to have broken out at Dandi, where Gandhi first broke the Salt Law on April 6, 1930.

It is stated that about 21 tons of salt were carried off from the salt pans.

Gandhi's Conditions for Truce Not Essential.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 14. Dr. Moonje, delegate to the Indian Round Table Conference, in a statement to the Times last night, said he thought that Gandhi and the leaders would be wise to accept the invitation of the Prime Minister and the Viceroy for further discussion and negotiation.

He had cabled this advice to his friends in India.

With regard to the conditions reiterated by Gandhi, such as the abolition of the Salt Tax and the prohibition of foreign liquor, they were of a kind which could be dealt with by the legislature after the revised constitution was established. They were not essential to the working out of that constitution, consequently they should present no insuperable difficulty at this stage. Earnest, sincere and honest attempts must be made for the present truce to grow into actual peace.

Serious Communal Tension at Benares.

[THROUGH REUTER'S AGENCY.]

BENARES, Feb. 15. The communal tension continues to be serious.

A score of houses were burned down and looted, a Moslem family consisting of a father, mother and baby being stabbed to death.

Shops are closed, work suspended, and even the postal deliveries are stopped.

Moslems attacked a Hindu-Moslem procession led by leaders of the two communities through the disturbed area in order to prevent peace.

Some processionists were injured. Armed police are patrolling the disturbed area.

DAME MELBA.**SUFFERING FROM A SKIN INFECTION.**

[THROUGH REUTER'S AGENCY.]

SYDNEY, Feb. 15. Dame Melba has entered a nursing home suffering from a skin infection.

The distinguished prima donna's condition is grave.

JAPANESE FARMERS' LOSSES.**SEVERE BLOW DEALT TO NATION'S AGRICULTURE.**

TOKYO, February 8.—According to an investigation by the Japan Agriculturalists' Association based on the farm statistics made by the Department of Agriculture and Forestry, the decrease of the total income of the farming population throughout the country in 1930, as far as rice and raw silk were concerned, was valued at ¥738,000,000, compared with the total income in 1929, recording the decrease of ¥385,000,000 for rice and ¥355,000,000 for raw silk.

Japanese farmers also suffered a big decline of income accruing from wheat, fruits, other farm products and various wages to the amount of ¥502,000,000, bringing the total decrease in income of the farming population in 1930 to ¥1,240,000,000. This adverse situation in the farm districts of the country means a considerable decline of the purchasing power of the farmers who comprise a great portion of the country's population, providing the worst factor to the business depression of the nation.

TITLED WOMAN AND CONVICT.**WEDDING ON HIS RELEASE.****SMUGGLED LOVE LETTERS.**

A convict and a woman of title are to be married at a fashionable London church on the man's release from prison at Easter.

The Sunday Express was able to reveal on January 11, the astonishing story behind this romance—a romance that was born within prison walls and brought to fruition by means of smuggled love letters.

For reasons that will be obvious the Sunday Express is not disclosing the identity of the characters in the story.

Convict C—, an ex-public school boy, is serving a long term of imprisonment.

One day he asked a prison visitor to call on his mother and sister, and to arrange a reconciliation with them. They had cast him off since his conviction, and the knowledge had made him doubly unhappy.

The prison visitor promised to do all in his power, but decided that his sister, and not himself, would be the better person to heal the breach between the convict and his family.

The prison visitor's sister was a titled woman; she carried out her brother's request; she succeeded in her mission; and from that event there has sprung one of the most thrilling and extraordinary of prison romances.

Convict C— was so grateful that, when next the privilege of writing a letter fell due, he wrote his thanks to the woman who had helped him. She in her turn visited him in prison, and the sequel was that they fell deeply in love, and became engaged.

Prisoners are allowed only one letter every two months, and, naturally, the loves could not bear such long intervals of silence between them. So a means of smuggling letters in and out of the prison was found—a means that baffled the authorities for nearly three years.

The method was simple, and involved neither the bribery of warders nor the help of the titled woman's brother; but while it remained undetected, it was effective, and not only love letters, but photographs found their way into the convict's cell.

Eventually, the smuggling was stopped, and the prisoner lost his remission marks for breaking the rules. But the lovers have agreed to marry, and they are waiting until Easter, when Convict C— will be released.

Then the ex-public school boy who involved himself in dishonour through wild finance, and the titled woman who reconciled him to his family, will be married at a fashionable London church.

S'PORE ARCHITECT'S CLAIM.**"AN AMAZING PRACTICE."****MR. H. C. ATKIN-BERRY'S EVIDENCE.**

THE case was continued before the Chief Justice (Sir William Morrison) in the Supreme Court, Singapore on February 5 in which Mr. J. M. Jackson, an architect, sued Mr. A. W. Cashin, a well-known Singapore landowner, for \$20,750 in respect of professional fees. The fees were incurred in the preparation of plans for a block of shop-houses estimated to cost \$415,000. Defendant pleaded that plaintiff was guilty of negligence or breach of duty.

Mr. Roland Braddell appears for the plaintiff, and Mr. H. D. Mundell, with Mr. K. A. Seth, are for the defence.

Mr. E. V. Mills, assistant to the plaintiff, said the proposal was \$396,204 cubic feet.

This closed the case for the plaintiff.

Mr. Mundell, opening his case, said the test on the question of negligence was: had the plaintiff in carrying out his contract with the defendant, followed the ordinary practice and established usages of the profession of architects? He submitted the plaintiff had not done so. He did not prepare specifications, did not advertise for tenders or take out an estimate of costs. In that the defence submitted he was negligent.

The question of negligence had a bearing in two ways—it might disentitle the plaintiff to recover or it might render him liable for the result of his negligence. In the present case, the defendant did not claim damages, but contended the plaintiff, by negligence, was disentitled to recover.

His Lordship: The defendant has been playing with these other architects behind his back, and now he is trying to get rid of plaintiff.

Mr. Mundell: That is Mr. Jackson's story.

Preparing Sketch Plans.

Mr. H. C. Atkin-Berry, senior partner in Swan and MacLaren, with 20 years' experience in Malaysia, said the usual practice in the profession in building shop-houses would be to prepare sketch plans and get them approved by the client. When these were approved, scale working drawings were prepared, with specifications. The plans were signed by the owner, and then submitted to the Municipality. After being passed, tenders were called for. The architect endeavoured to get as many tenders as possible in order to get a fair price.

His Lordship: Should they be advertised for?—It is not essential. Any building over \$100,000 should be advertised. It goes on value. It is advisable to advertise shop-houses because more are likely to tender.

He did not think six contractors was a fair number to write to for tenders. In the case of the proposed building in question he would have thrown tenders open, and would probably have got 20 tenders.

Do you always prepare specifications?—Absolutely. It is essential. For shop-houses?—Yes, for every building.

Is there such a thing as a standard shop-house?—I should say certainly not.

Can anyone say off-hand that the price of a shop-house is so much per cubic foot?—It is absolutely impossible. There are infinite varieties of shop-houses.

He went on to say that it was not possible to tender properly without specifications unless the plans were extraordinarily full. On the plans in the present case he thought it was quite impossible to get an accurate tender. If the architect explained details to the contractor, that would assist considerably.

In June, 1927, his firm built three shop-houses opposite the defendant's site at a cost of 23.5 cents per cubic foot. They were of a slightly more expensive type than those designed by Mr. Jackson.

"Amazed to Hear It."

Do you agree that it is not the practice for architects to prepare specifications of buildings of the shop-house type?—I am amazed to hear it.

Proceeding witness said that specifications were essential, especially in contracts of \$400,000. He considered that the plaintiff's plan was deficient, and there were numerous things in it over which disputes might arise. In 1927 there was a recognised scale of charges among the leading architects, but, of course, there was a lot of undercutting.

Witness said he was a member of the Board of Architects which had powers similar to those of the Bar Committee. He agreed that the plaintiff had done the work up to a point, but it was not sufficient, because, in his opinion, there should have been a specification.

Mr. Jackson, plaintiff, said that tenders came in, he opened them, and placed them in a drawer in his desk which he locked. He always kept the key himself.

The hearing was adjourned.

(Continued on next Column.)

UNITY AGAINST EXTREMISTS.**PARTIES RALLY TO AID OF BRUENING CABINET.****MOTION OF CENSURE DEFEATED.**

BERLIN, February 7.—The prospects for an early consolidation of the political situation and the formation of a united front against the extremists of the Left and Right increased considerably to-day when the Reichstag, by 293 against 221 votes and 13 abstentions defeated the National Socialist and Communist motions for a vote of censure against the Bruening Government. The Government rallied the largest majority it ever did rally in the present as well as in the last Reichstag, in the division on the National Socialist motion demanding the dissolution of Parliament which was rejected by 318 against 207 votes. The subsequent divisions on minor issues resulted in similar comfortable majorities for the Government with all the non-extremist parties from the Social Democrats on the Left to the People's Party on the Right, marching solidly into the Government's lobby.

The voting was preceded by a lively debate which greatly strengthened the impression that the National Socialists have over-reached themselves and are now beginning to lose their hold and that after the first wavering the majority is now resolved to settle down to positive business. This same impression is also voiced by the majority of the papers in their comments on those divisions in the Reichstag which are generally interpreted as an important victory for the Chancellor whose prudence and courage in handling the difficult situation is extolled by the press of the Republican parties.

Rebuff to "Steel Helmets."

That the Republican parties are not willing to give way to the extremists as easily as the latter may have thought is also shown by the rebuff administered by the Prussian Minister of the Interior Dr. Severing, one of the outstanding Social Democrat leaders, to the Right-radical "Steel Helmets" organization in the campaign the latter conducted together with other opposition parties for the dissolution of Prussian Diet and consequent new elections. In a letter to the executive committee of the "Steel Helmets" the Minister bluntly refused to accept the organization's demand to open lists for a preliminary voting on a plebiscite by which the question of a dissolution of the Prussian Diet was to be decided. The Minister's refusal being based on the argument that such a request must, according to the constitution, be accompanied by 20,000 signatures.

some being "jerry-built" and the rest being improvements on the old type. His firm was not a member of the local Society of Architects.

Mr. Braddell: Is it not a fact that the majority of architects in preparing plans for shop-houses put in about the same amount of information in the plans as the plaintiff has done, and don't prepare specifications?—I am surprised to hear it. I am sure it ought to stop. We shall take steps to stop it.

Knowing how the plaintiff got his tenders, can you say whether the plaintiff is entitled to anything for what he has done?—I cannot answer that. It is very difficult to say.

Witness, in answer to further questions, said the sudden change of architect by the defendant was an extraordinary procedure. He was surprised the other firm took the work. He objected to Mr. Wilson giving evidence on practice.

"Society Unnecessary."

Mr. Braddell: You consider that the Singapore Society of Architects is unnecessary?—Yes, I do. I have put the question to the Board of Architects, and we are going to approach the Royal Institute in London.

Mr. Braddell went on to cross-examine on the practice of making specifications, and eventually concluded with the remark: "Well, if I ever have to call you before a Commission I shall not get much help from you."

Re-examined, witness said he considered it was a most extraordinary way of dealing with tenders to open them as soon as they arrived in the office. Every clerk in the office would know them very quickly. His firm was at present building some shop-houses, of a slightly better type than designed by the plaintiff, for just over 13 cents a cubic foot.

In answer to a further question by Mr. Braddell he admitted that it was extremely unsafe to value anything at the present time.

Mr. Jackson, plaintiff, said that tenders came in, he opened them, and placed them in a drawer in his desk which he locked. He always kept the key himself.

(Continued on next Column.)

OIL COMBINE LEGAL.**SOCONY MERGER WITH VACUUM CO.****GOVERNMENT TO APPEAL.**

ST. LOUIS, Mo., Feb. 8.—"The most important development affecting the operation of the Standard Oil Company's units since the dissolution of the Oil Trust twenty years ago."

This is the opinion in oil circles regarding the approval by the Courts of the merger between the Standard Oil Company of New York and the Vacuum Oil Company.

The Government are trying to prevent the merger and yesterday brought the case before the United States Circuit Court of Appeals. This Court, however, rejected the Government's suit, and now it is stated the Government intends to appeal to the Supreme Court.

The fight, therefore, is not yet concluded but in the meantime those interested in the oil trade emphasize that there are sound business reasons for the merger wholly unconnected with any desire to establish a monopoly.

The evidence during the hearing before the Circuit Court of Appeals dealt very largely with the fierceness of foreign competition, special reference being made to the competition from the Royal Dutch and Shell interests.

Anti-Trust Decree Unavailing.

ST. LOUIS, Mo., Feb. 8.—The interest of the business world to-day was centred on yesterday's action of the federal circuit court of appeals here in declaring legal the long-projected merger of the Standard Oil Company of New York and the Vacuum Oil Company.

In ruling that the proposed merger is legal, the court, deciding against the federal government, declared that the Socony-Vacuum combine will not violate the anti-trust decree of the United States supreme court.

In 1911 the anti-trust decree compelled the great Standard Oil Company of New Jersey to sever its connections with all of its subsidiaries. When the government learned of the proposed Socony-Vacuum merger it applied to the courts for a ruling, contending that the combine would violate the anti-trust laws. The government lost its case yesterday and it is now expected that the interrupted plans for the merger will be resumed.

The merger, to be effected through an exchange of stock, some months ago was approved by the shareholders and directors of Socony and Vacuum. It will result in formation of one of the world's largest petroleum firms.

Tariff Barred Urged.

WASHINGTON, D.C., Feb. 8.—Senator Elmer Thomas, Democrat of Oklahoma, announced to-day that the bill introduced into Congress for the purpose of restricting petroleum imports or erect a high protective tariff wall.

For several weeks independent oil producers have been waging a fight in congress for a high tariff on petroleum and petroleum products or a drastic restriction of petroleum imports from abroad.

(Continued on next Column.)

OBITUARY.**ITASU MATSUMURO.**

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 16.

Itasu Matsumuro collapsed suddenly this afternoon while talking to a friend after attending a meeting of the Privy Council, which had just adjourned.

BRITISH PRINCES' FLIGHT TO AREQUIPA.**SAFE LANDING AFTER FOUR AND A HALF HOURS.**

[THROUGH REUTER'S AGENCY.]

LIMA, Feb. 15.

The Prince of Wales and Prince George left for Arequipa by aeroplane to-day, and landed there safely after a flight of four and a half hours.

Arequipa is 7,000 feet above sea-level, overlooked by an old volcano and subject to earthquakes.

The air journey to this ancient city required the Prince to rise to considerable heights to avoid great spurs of the Andes chain, which they skirted all the way.

LANCASHIRE MILLS RESUME.**FLOW OF ORDERS FROM INDIA EXPECTED.**

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 15.

Lancashire's cotton mills re-start to-day with well-founded hopes of a trade revival.

According to a Daily Herald message from Manchester, the flow of orders from India is to be resumed. "This is directly due to the success of the Round Table Conference."

Agreed by Senator Arthur Capper, Republican of Kansas, and which provides for limitation of duty-free petroleum exports into the United States has been given a preferred position on the senate calendar.

Belief that Senator Capper's bill will pass was expressed by Senator Thomas. He declared that the report of the federal tariff commission on the relative costs of oil production at home and abroad justified the claims of the independent American oil producers that it is essential for them, if they do survive, to restrict petroleum imports or erect a high protective tariff wall.

For several weeks independent oil producers have been waging a fight in congress for a high tariff on petroleum and petroleum products or a drastic restriction of petroleum imports from abroad.

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Sports News

JUNIOR CRICKET NOTES.

THE QUESTION OF LEAGUE RULES.

Kowloon Cricket Club and Club de Recreo added wins to their lists on Saturday when they took the points from the Royal Engineers and Royal Army Service Corps respectively. The former had to fight hard for their win, and the result was not arrived at until the last over.

I noticed Mackay and Lawrence turned out for the K.C.C., and since they have been more or less playing regularly for their first eleven, I do not think it was very fair to let them take part in a second division league game. I mentioned some time ago that there used to be a rule about first division players not being allowed to turn out for the second. This was questioned in some quarters but I maintain that there was such a rule. If my memory serves me, there used to be a register of first eleven players. I think every Club running two teams had to register eight men and these were not allowed to take part in any second division league matches. The rule is not worded exactly like that, perhaps, but it was meant to give that understanding. However, it will be better, perhaps, to leave the matter over till the next meeting of the Cricket League when it is hoped the matter will be properly thrashed out.

Regarding the game itself, it was a very close one and I was very surprised to see the Engineers making such a good fight of it. Meehan passed the half-century mark and had very able support from some of his team mates. It was a pity they did not win, for from what I heard, they deserved a draw at least on the day's play.

It seems such a pity that they did not join with the Royal Corps of Signals again as they did last year. They would have a much stronger side then as there are some very useful cricketers on both sides. I understand they will combine again next year, and provided there will not be so many changes, due to movements of troops, they will be a team to be reckoned with.

Recreo had a very easy time against the Royal Army Service Corps. That was as expected, for although the latter are a very keen lot, they are not exceptionally strong. Next year, I am afraid they will be without the services of Simpson who has been their mainstay in the attack for the past few seasons; I understand that player has left the army and has taken up a position with the Government. He should prove an asset to the Civil Service Cricket Club.

The Portuguese team are again making a bold bid for the championship, and in my opinion, they deserve it more than any other team. Year in and year out find them among the first two or three teams, and it seems a pity that they cannot finish at promotion to the first division. However, one never can tell, and they might yet do it this season, so here's wishing them the best of luck.

As far as I know, there are two matches scheduled for this week-end. Craighower are due to meet Kowloon at Happy Valley while the Police go over to the Civil Service ground. I expect the Kowloon team to win fairly easily, and although the S. C. C. ought to beat the Police, I will not be at all surprised if the latter spring a surprise like they did when the teams met in a friendly fixture earlier in the season. I doubt very much, however, if they will have their full team out owing to the Interport football, and unless they do, their chances of winning are very remote indeed.

CRICKET.

THE UNITED SERVICES—H.K.C.C. MATCH.

The team which will represent the H.K.C.C. in the China New Year game to-day appeared in yesterday's issue of the *Daily Press*. It is, with the exception that Eric Mitchell is not playing, as strong a combination as the Club could well gather. There are Bowker and Beck as fast medium bowlers, with Alan Reid's left hand deliveries, one from every point of view and in some quarters the racing fever is already so strong that even important things are being deferred until "after the Race Meeting". The burning question at the moment is undoubtedly, "Who will win the Derby?" To anyone who has studied the training times, it is obvious that the candidates of the "Dunbar" Stable stand an excellent chance. Mr. Dunbar, who won the event in 1927, and again in 1930, with Elliot Bay and Diana Bay, respectively, has three candidates in this year's Derby, namely, Champagne Bay, Fortune Bay and Cyclamen Bay. Of these ponies I will say more later. Mrs. Dunbar, who won the event in 1927, and again in 1930, with Elliot Bay and Diana Bay, respectively, has three candidates in this year's Derby, namely, Champagne Bay, Fortune Bay and Cyclamen Bay. Of these ponies I will say more later.

The Services' Team. There have been several changes since the original side was sent to the Press. Hazlewood for one is unfortunately unable to play owing to illness. The Navy supply Squadron Leader Bumphrey, Eng.-Lt. Cdr. Bennett, Lt.-Cdr. Squance, Midshipman Ponsonby. The Army have A. H. Musson, R.A., Wolfe Barry, R.A., Macfarland, R.A. (possibly spelt wrong—sorry!), Corpl. Davies, I/Corpl. Fry, Signalmen Williams and Private Salmon. Dewar-Durio and Major Airey are in hospital. I hear the latter has been gravely ill and all cricketers will, I know, join with me in wishing him a safe and speedy recovery. Hazlewood is also unable to play.

On form they ought to get beaten badly as there is very little batting strength when the Club attack is considered. But cricket is a comic game and they may give the Club a surprise. Their bowler is Sir Williams and I shall be very interested to see him in action again. Musson, Bennett and Fry are medium paced bowlers who turn the ball a bit and Ponsonby bowls slow leg. breaks. Salmon is not to be expensive if he goes on but can get wickets. I doubt their fielding rather unless it has come on since Christmas. By the way, what has happened to Bumphrey's answer? He was a very useful bowler when out here before.

THE NEXT BOXING TOURNAMENT.

AMATEUR MIDDLEWEIGHT FIGHT?

CRICHTON AND EWIN TO MEET AGAIN.

[By "WELTER"]

I have been officially informed that the next boxing tournament, run by the Hong Kong Boxing Association, has been fixed for Thursday, March 7, and it will probably be held at the Lee Theatre. One particularly good piece of news, in connection with this tournament, is that Crichton and Ewin have been matched for a return bout and that alone, I am sure, should prove a great "draw". The last scrap between these two boys is still too recent to need any recalling; suffice it to say that it ended in an unfortunate manner when the Shanghai lad was disqualified for hitting low. Crichton took the decision in a very sporting manner but is now all the more determined to get his own back on the sailorman.

Both men have begun their training in earnest, and both are out to make a show fight of it so that there will be a lot of fireworks when they do take the ring. I saw Crichton yesterday and he assured me his hand was all right again. He states that he will win the fight as he will be leaving for Manila after the scrap and he wants to go as the champion of the Far East.

There will also be a possibility of an amateur title fight in the middleweight class (amateur) at present on a visit to the Colony and the Boxing Association are on the look-out for a likely local amateur to meet him. I wonder if Lieut. Christian of the Gunners can be persuaded to accommodate the visitor. Christian is a clever amateur boxer and has been champion of the Imperial Forces in the middleweight class. He has not, however, done very much boxing in the Colony but what little was seen of him went to emphasize the fact that he "knows his stuff" thoroughly. Let us hope, then, even if Christian does not fight, some other amateur will step forward as we have been a long time without an amateur contest.

"JOHNNIE WALKER" PAYS.

ANOTHER HOLE IN ONE AT

Playing with Mr. J. Walker at the Happy Valley Course last Friday, Mr. W. J. G. Jenkins, of H.M.S. Medway did the fifth hole (185 yards) in one stroke.

DERBY PROSPECTS.

"DUNBAR" STABLE HAS BEST CHANCE.

NOTES ON SOME OF THE PROMINENT PONIES.

[By "MORNING DEW"]

There is no doubt that this year's racing is going to be a "bump" one from every point of view and in some quarters the racing fever is already so strong that even important things are being deferred until "after the Race Meeting". The burning question at the moment is undoubtedly, "Who will win the Derby?" To anyone who has studied the training times, it is obvious that the candidates of the "Dunbar" Stable stand an excellent chance. Mr. Dunbar, who won the event in 1927, and again in 1930, with Elliot Bay and Diana Bay, respectively, has three candidates in this year's Derby, namely, Champagne Bay, Fortune Bay and Cyclamen Bay. Of these ponies I will say more later. Mrs. Dunbar, who won the event in 1927, and again in 1930, with Elliot Bay and Diana Bay, respectively, has three candidates in this year's Derby, namely, Champagne Bay, Fortune Bay and Cyclamen Bay. Of these ponies I will say more later.

Champagne Bay.—This pony is regarded by some as a "cert" for the Derby. He was kept over from last year, and about a couple of months ago, he was not perfectly sound, owing to, it is reported, leg trouble. Until a couple of weeks ago, the pony has been appearing with bandages on its forelegs, but since then he has been putting in some very good training performances, including a mile in 2:08.4 on Saturday last. There is no doubt at all in my mind that Champagne Bay is a first class performer and if he is sound on March 3 he is sure to carry the "pink and green hoops" to the post. Fortune Bay is another worthy candidate and he will be entrusted with the task of bringing the honours to Mr. Dunbar, should Champagne Bay be in any way backward. He is certainly a good pony, but whether he can stay the Derby distance or not is a very moot point. Cyclamen Bay, I hear, will not be started at this Annual Meeting.

Mrs. Dunbar has, as I have said, two very strong candidates in Sam Houston and Tiana. The former has been shaping very well during the training season and is returning better and better "times" from day to day. His gallop on Saturday of 3:18 is only a second behind that of Cagayan's sensational performance recently but whereas Cagayan finished in a fraction over 33 seconds, Sam Houston finished full of running in 30 seconds. I heard that a leading local jockey has been invited to take Sam Houston out in the Derby. Mrs. Dunbar's other pony, Tiana, is also a pony of class and quality and I should not be in the least surprised if, in addition to winning the race, the "Dunbar" string of ponies get a place as well.

Mr. Chan Tin Son whose Wisdom Stag secured 2nd place last year, has very little chance this year of doing well in the Derby. I am quite convinced that Wonderful Stag which has entered this year is a very good pony, but it seems as if he is still wanting in stamina. Whether or not any big change will come over the pony that Mr. Quincey is down here, I cannot say, but Wonderful Stag will have to improve at least another twenty per cent. before he has even a chance of securing a place in the Derby. Winchester Stag and Wise Stag are his other representatives, but both appear to be wanting in "class" although events might prove that I am wrong.

Mr. Chan Tin Son, I hear, on good authority secured a very good griffin, but unfortunately the animal had to be kept back up North because of an unforeseen occurrence. It will probably be sent down next year and all racers will undoubtedly wish that Mr. Chan Tin Son will find his pony a "cracker-jack" as there is no bigger sportsman among race owners to-day than this Chinese veteran.

Before going further I should like here to deal with the chances of Mr. Stanton's Tom. The pony is a very good mover, but in all probability cannot stay the Derby distance. For anything up to a mile, however, Mr. Stanton's Tom will take a lot of beating, so bear this in mind. Another very good animal for the mile is Sanction, belonging to Mr. M.L.L. This pony has some very fast gallops to his credit during training and I should not be at all surprised to see it figuring well in the Maiden, especially if Mr. J. L. Wong takes it out as I hear he will.

Mr. A. R. B. Botelho's Cagayan is bailed in some quarters as a (Continued at foot of next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

STARTING TIMES FOR FANLING.

Tuesday.

6.10 a.m. Not to be booked by those coming by train.
9.20 Dr. Kirk and Shellshear.
9.24 W. J. Waddington and G. H. Wilson.
9.29 P. S. Cassidy and G. Miskin.
9.32 G. C. Moxon and W. B. Christian.
9.30 D. J. Gilmore and R. Young.
9.40 C. H. Burton and H. R. Renfington.
9.44 J. G. Campbell and N. Littlejohn.
9.48 A. H. Ferguson and C. Bulmer-Johnson.
9.52 G. T. May and F. M. Hartley.
9.56 V. R. Gordon and J. W. Alabaster.
10.00 N. Croucher and J. S. MacLaren.
10.04 E. D. Matthews and J. MacKnight.
10.08 J. J. French and W. J. Clerk.
10.12 P. C. Meredith and D. F. C. Cleland.
10.16 D. M. Goodall and H. T. Duxton.
10.20 A. D. Humphreys and W. M. Barton.
10.24 H. Lowe and H. P. Bailey.
10.28 A. F. Judd and C. B. Terder.
10.32 A. N. Macfadyen and Q. A. Macfadyen.
10.36 C. E. Moore and J. E. Richardson.
10.40 H. U. Ireland and T. S. Whyte-Smith.
10.44 L. Ramage and W. N. Buyers.
10.48 A. Leach and J. P. Sherry.
10.52 P. S. Morris and P. S. Grant.
10.56 K. S. Morrison and D. G. Bruce.
11.00 J. E. Dovey and T. A. Martin.
11.04 L. A. R. Duncan and E. P. Fletcher.
11.08 C. B. Maturin and E. de Jersey.

Wednesday.

9.20 a.m. J. R. Collis and A. H. Penn.
9.24 P. S. Grant and E. S. Crappell.
9.28 W. G. Lorimer and D. Black.
9.32 J. S. MacLaren and D. G. Bruce.
9.36 H. Pooley and B. D. Evans.
9.40 R. Snager and K. K. Rounds.
9.44 C. Bulmer-Johnson J. D. Humphreys.
9.48 Comdr. Priestley and W. R. Vallance.
9.52 I. D. Lennox and J. E. Richardson.
9.56 H. Lowe and J. Stafford-Smith.
10.00 A. N. Macfadyen and Q. A. Macfadyen.
10.04 J. Hinton and S. J. H. Fox.
10.08 T. Low and D. S. Robb.
10.12 G. C. Moxon and E. Davidson.
10.16 L. Yates and O. P. Ross.
10.20 C. A. Middleton-Smith and P. S. Cassidy.
10.24 A. O. Brown and E. Des Vaux.
10.28 H. U. Ireland and K. K. Hepburn.
10.32 C. H. M. Andrew and F. M. Hartley.
10.36 D. J. Gilmore and H. Spicer.
10.40 A. Leach and A. D. Humphreys.
10.44 L. Ramage and W. N. Buyers.
10.48 P. Sykes and J. Coulthart.
10.52 C. A. Leiper and C. B. Terder.
10.56 C. E. Holmes and G. R. Horridge.
11.00 G. T. May and A. J. R. Wolfe.
11.04 A. F. Judd and J. J. French.
11.08 G. C. Humphreys and J. H. Davy.

likely Derby winner. The pony certainly showed a very good gallop recently, but it takes more than that to make him in any way a favourite. I fear Cagayan's trouble is also one of stamina, but if the animal can overcome this fault during the next fortnight, he has a good chance of extending, but hardly of beating, the Dunbar's selected representatives. For short races, I may add, Cagayan should figure prominently, but there are also many ponies good for short races that will seem as if the fields in races under a mile for griffins will attract very large entries. A big field and a short race makes it no end difficult to "tip" and Cagayan is by no means a sure "tip" for any race, although the odds might be one of the best ponies in training.

I shall deal with the chances of Mr. Ho Kom Tong's Derby ponies, Mr. Dynasty's Derby candidates and also the representatives of Mrs. Pearce and one or two others in my next article which will appear on Friday.

INTERPORT SOCCER.

TO-MORROW'S BIG MATCH AT THE VALLEY.

NOTES ON SOME OF THE PLAYERS.

Shanghai's interport soccer team, which arrived in the Colony yesterday by the s.s. *Patroclus*, received a welcome from Mr. W. E. Hollands, Hon. Secretary, and a number of members of the H.K.F.A. Council, who made a point of meeting the visitors on their arrival. Mr. M. P. Campos has charge of the team and Mr. Stanley Gash is the captain.

The following are the dates arranged for the matches, all to be played on the Club ground, Happy Valley, commencing at 3.30 p.m.:—
Feb. 18, Shanghai v. Hong Kong.
Feb. 21, Shanghai v. Chinese.
Feb. 23, Shanghai v. United Services.

Interport Records. It is of interest to recall that the annual interport game between Hong Kong F.A. and Shanghai F.A. was resumed in 1923, after having been discontinued for ten years. So far as records show there were two previous games between the two ports in 1908 and 1913, although in those days the game was played between the Hong Kong Football Club and the Shanghai Football Club.

The visits of Hong Kong's representatives have always been successful, while Shanghai have won only once during their many visits to Hong Kong. In 1913 the local team lost in Shanghai after extra time. In the 1924 meeting in the North, each side scored three goals, and in the replay Shanghai secured the decision by the only goal of the match. The following are the results to date:—

1903. Hong Kong 3 Shanghai 0
1913. Shanghai 2 Hong Kong 1
1923. Hong Kong 0 Shanghai 3
1924. Shanghai 1 Hong Kong 0
1925. Hong Kong 3 Shanghai 1
1926. Shanghai 5 Hong Kong 4
1927. Hong Kong 4 Shanghai 0
1928. Shanghai 7 Hong Kong 0
1929. Hong Kong 3 Shanghai 0
1930. Shanghai 5 Hong Kong 2

To-morrow's Match.

Shanghai's representatives would appear to have left home with some disappointment since they did not shine as a team against the possibilities according to Press reports. However, they can only hope for the best, and local spectators need have no doubt that they will give a good account of themselves to-morrow in deciding the issue. Martin and Monroe will probably be the backs in the great struggle and they are both good men in their places. Gash has been seen in action here before as a bright centre-forward, and perhaps Costa will fall in line on the left with Pote-Hunt probably at the other end. Collico's place is centre-forward, while Gutierrez is a left winger. Sinclair will probably take the right wing.

Widmore, Graham and Murphy are players from the Green Howards, who are included in the team, together with Vance of the R.A.S.C. The last-named may be a good substitute for the right back position, and his other colleagues, of whom little is known here, may strengthen the forward line.

The Local Team.

Hong Kong's team, according to the selectors, is the best that could be chosen. It is rumoured that Lam Yuk Ying will play in the centre-forward position. His proper place is in the left wing, and his playing in any other position is likely to put the line out of balance. Eynon, the best centre-forward at the present time for an important match of this nature, was included only as an "outside" reserve since his injury before the selection was made. He is, however, reported to be quite fit again, and he may yet be selected to play. The locals are served by a strong forward line, but it is the defence which is just as important. Strange is a good back who can use his weight effectively, but the writer has seen him often in the trials unconsciously handling the ball. This is a weakness which he should guard against, as a penalty award might very well mean the losing factor in the match. Li Tin Sang, of South China, is a stubborn defender, and his performance is well of those of the others will be watched to-morrow by a large gathering who will be there to see the better side in.

FOOTBALL.

UNITED SERVICES COMPETITIONS.

The following are the results of matches played in the above competitions to date:—

Seniors.
Hermes 4 S.W.B. 2

Junior.
West River 0 Potomac 0
Hermes 1 Stonecutters 0
(Continued at foot of next column.)

ADVERTISEMENTS.

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING 1931.
28th FEBRUARY.
2nd, 3rd, 4th & 7th MARCH, 1931.

ON SATURDAY, 28th FEB., the First Race will be run at 1.30 P.M., and on all other days at 11.30 A.M. On the First Day the First Ball will be rung at 1 P.M. and on the other four days at 11 A.M.

MEMBERS' BADGES AND ENCLOSURE.

Members are reminded that they and their Ladies must wear their Badges prominently displayed.

No one without a Badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10 per day, including Tax, or \$40, including Tax, for the Meeting (Ladies \$5 and \$20, respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all debts, etc.

Badges admitting to Members' Enclosure will NOT be on Sale at the Race Course.

On No Pretext will Children be permitted in either Enclosure during the First Four Days of the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$4 per day, including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 Per Day, including Tax.

Bookmakers, Tie Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. LYNSTED & DAVIS, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their Names on the Passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their Employers' stands.

Any Persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the Enclosures.

By Order,
O. B. BROWN,
Secretary.

311]

HONG KONG FOOTBALL ASSOCIATION.

INTERPORT PROGRAMME.

SATURDAY, FEBRUARY 21st.
SHANGHAI v. H.K. CHINESE.
Club Ground, Kick off 3.30 P.M.
Booking at MOUTRIE'S, Open FRIDAY, 18th.

PRICES.—
Covered Seats \$2.20.
Uncovered Seats \$1.10.
(Including Tax).

MONDAY, FEBRUARY 23rd.

SHANGHAI v. UNITED SERVICES.

Club Ground, Kick off 3.30 P.M.
No Booking.

PRICES.—\$1.10, 60 Cents & 40 Cents.
(Including Tax).

W. E. HOLLANDS,
Hon. Secretary.
[318]

NOTICE.

THE CHUNG WO DAILY NEWS.

(報日中), a New Vernacular Newspaper, makes its Appearance TO-DAY. Advertisements will be accepted at a Moderate Rate. Subscription at \$16 Per Year, \$1.42 Per Month and 6 Cents Per Copy for Hong Kong and Kowloon. All Communications to be addressed to the CHUNG WO PRINTING PRESS, Ltd., 68, QUEEN'S ROAD CENTRAL.

[319]

REPLAY.

Hermes 4 Stonecutters 2 W/T 2

R.A.F. 2 Stormcloud 0

R.A.M.C. 3 Herald 3

Tamar 3 Sepoy 3

REPLAY.

Tamar 1 Sepoy 0

Cumberland 3 R.A. 1

Sandwich 1 Troquois 1

REPLAY.

Sandwich 2 Troquois 0

Bruce 1 Seraph 1

REPLAY.

Bruce 2 Seraph 0

R.E. 1 Marazion 0

R.A.S.C. 2 S.W.B. 0

The following games in the second round are to be played on or before March 2:—

Seniors.

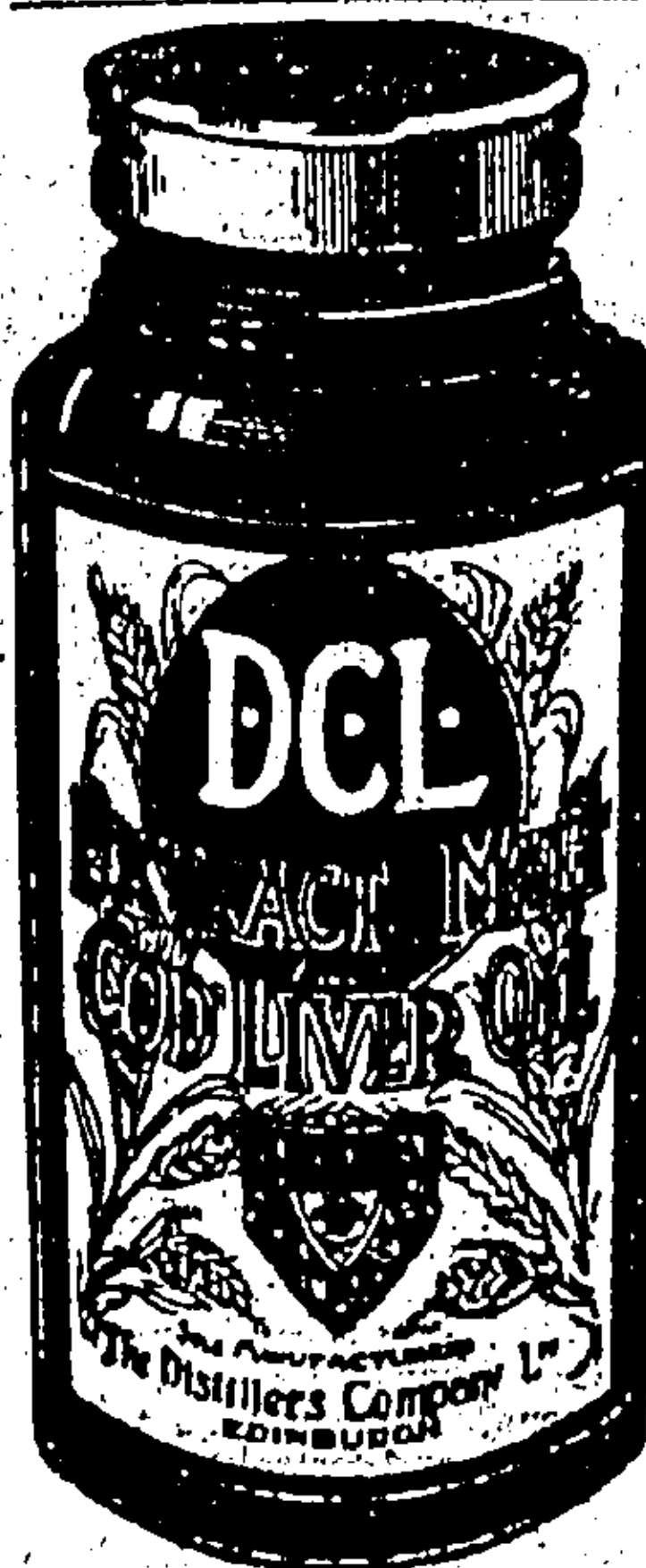
Hermes 4 S.W.B. 2

Junior.

West River 0 Potomac 0

Hermes 1 Stonecutters 0

(Continued at foot of next column.)



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THE EMDEN'S ATTACK ON PENANG. TORPEDO OFFICER'S STORY OF THE FIGHT.

INNER HARBOUR A BLAZE OF LIGHTS.

A most thrilling account of the German cruiser Emden's attack on Penang and of the sinking of the Russian cruiser Jemtschug and the French destroyer Mousquet was given by Capt. Witthoef, who was torpedo officer of the Emden at the time, at a luncheon given in his honour by the Colombo Rotary Club at Colombo on January 28.

Capt. Witthoef is the Commander of the new German light cruiser Emden, which is at present making a tour of Far Eastern waters with 67 German Naval Cadets on board.

Capt. Witthoef's address throws much new light upon the Penang episode and will be read with the keenest interest in Malaya and the Straits Settlements.

The following is the main portion of the text of Capt. Witthoef's address:

"It is really a great pleasure for me to be received to-day by the Colombo Rotary Club with such friendliness and hospitality. A warship is allowed, I think, to consider herself, in times of peace, as a sort of messenger of goodwill and friendship between its own country and the countries which she visits.

"Although I have, therefore, most gladly accepted your invitation to meet you, it was only with some reluctance that I accepted the other part of your kind invitation, namely, to speak. We old members of the Emden crew do not like very much to speak of our own deeds. But since you wish it I shall tell you the story of one of our adventures, and I shall choose a real fight for the usual captures of cargo boats and other mercantile ships would be rather monotonous, and, of course, we are much prouder of an attack against another warship than of the ordinary 'cruiser warfare' although, undoubtedly, this was our main task.

Inferior to Her Pursuers.

The old Emden was not a very speedy ship, her armament anything but strong, and most of the British cruisers which cruised then in the Indian Ocean were far superior to us in both respects. If, therefore, we wanted to go on as long as possible, we had to be careful to avoid any encounter with unknown warships, since one never knew who they were.

"We therefore behaved very carefully when we passed Colombo on September 26, 1914, by the way—for the only time during all our cruises. We came from Madras where we had destroyed some of the oil tanks and took our course to Minicoy, where we expected to find a good number of passing ships on the highway from the Suez Canal.

Stopped Near Colombo.

"It will amuse you to learn that we had to stop near Colombo, a steamer called the Tymeria almost within range of the searchlights of Colombo, whose cargo provided pleasant food for the sharks, since it consisted of 4,000 tons of sugar. These searchlights—I remember them very well—were very good and far-reaching and kept us at a respectful distance from Colombo, so that I was deprived of this first opportunity to see this lovely place, and which, therefore, I have seen only later on as one of the survivors of the last grim fight.

"Let me not speak of this fight here, but of our first attack against a warship which happened in the port of Penang.

Longing for a Scrap.

"In searching a neutral steamer near Rangoon we had learnt that two French cruisers the Montcalm and the Duplex were lying at the port of Penang. As we later found out, this was not correct. But our men were tired of the monotony of the cruiser war and longed for a real fight, so our Commander, Captain von Muller, decided to attack them. Although they were expected to be much stronger than the Emden, we hoped to make that up by a surprise attack.

"The greatest difficulty presented itself as to how to get into the port of Penang. It was clear that we would not do it in the night-time. After the bombardment of Madras we had to expect to find all lights put out; so that we could not hope to manage the navigation by night.

"Moreover the port of Penang—as you know—has a very narrow entrance and has itself the form of a long narrow pipe or bag, at the end of which warships would anchor, if any. There, however, it would be difficult, if not impossible, to manoeuvre. On the other hand we could not avoid getting a good deal inside in order to come as near the enemy ships as possible to launch our torpedoes from a short distance.

The Risk.

"It was rather a life and death risk to attempt to force the entry of a harbour, where not only warships were to be expected, but where a small destroyer could easily send us to the bottom with one torpedo. We had therefore to face the task:—

(1) Of getting into the harbour during the last hour of the night, without a pilot, and probably without lights and buoys.

(2) Of approaching to within a few hundred yards of one or two warships bigger than the Emden.

(3) Of turning within the narrowest part.

(4) And last—but really not least—of getting out again from the trap in full daylight.

Penang's Blunder.

"We approached Penang, at a speed of 17-18 miles on October 25 in the last hours of darkness. To our surprise we found the lights burning—a great help to us. The Emden had carefully put out or had hidden all her lights and had put on the fourth funnel, which became famous on that day.

"At ten minutes to five o'clock we entered the outer harbour and had, at once another surprise. All lights were burning. The ship must have been noted from the pilot's house, and although the fourth funnel gave rise, at first sight, to the idea that we were the Yarmouth everybody should have been suspicious in view of our unusual speed and because we did not ask for a pilot.

"The inner harbour was alight like a railway station. In spite of our visit to Madras, no precautions had been taken. It was still night-time, but every moment the dawn was to be expected. Searchlights and guns were ready. Everybody watched breathlessly. We slackened our speed and gazed into the dark.

"Among the many lights ashore and on the numerous ships, four big white ones were at once made out. We thought they might belong to some torpedo-boats. But at this moment, the first yellowish streak of dawn came up and we saw that the four lights belonged to a big warship, which was now less than 2,000 yards from the Emden. We stopped a moment, then turned at full speed towards this unexpected enemy which, in the meantime, had been made out as the Russian cruiser Jemtschug.

Potting the Jemtschug.

"She was lying in peace and quietness. A jolly-boat was just leaving, bringing the cook or some late guests ashore. Nobody on board, nobody at the port seemed to take any notice of us—not even now, when we hoisted the German flag. We were now at about 600 yards from the cruiser.

"We stopped using our searchlights, as it was now light enough to recognise the outlines of all objects. It was a moment of the highest tension and concentration. "I, as the torpedo officer, stood in position and waited till I had the target sighted. Then I ordered 'Lae' at 55 and all eyes turned to the water surface; to trace the line of the deadly torpedo. A dull detonation! The torpedo had hit the Jemtschug near the last funnel, evidently very deeply. The ship's stern rose somewhat for a moment and then sank so far that the flag-mast at the stern just remained above the surface.

"The hurrah of our A.D.C. was followed by our gun-fire which followed the first torpedo-shot in order to prevent the Russians getting any idea of action. The noise and alarm was reflected a thousand times by the echo in the narrow harbour.

In the Morning Sun.

"Now the sun arose. The first beams filled everything with its light. The numerous mercantile ships, the Emden herself with our war-flag at the mast and the Russian cruiser, which looked already like a sieve—so pierced was she by our shells.

"Immediately after the first shot, the Emden had turned, in order to avoid the crowd of about 20 steamers which were lying around her and which could easily have barred her way.

"But soon we realised another danger. In order to get out we would have to pass the Russian cruiser once more. Although in an apparently sinking condition, the Jemtschug was obviously still in a position to use her torpedo-tubes. She would, therefore, torpedo us when we passed her. In order to avoid this, and for protection against a counter attack, I hurried up to the Commander and asked him for his permission to launch another torpedo against the Jemtschug, so that she would sink before we sailed. He agreed.

"Meanwhile my fears seemed all most likely to be justified. All of a sudden we were under fire. Some shells came from the Jemtschug. Some, however, came from another warship which, hitherto, had escaped our notice. It was the French destroyer d'Iberville, lying at the inner end of the harbour along the jetty.

"There was, therefore, a second enemy in the harbour. Fortunately neither the Russian nor the French fire hurt us, but only hit some British and Japanese cargo boats.

Blown Up.

"Meanwhile we had turned and were ready for the second torpedo-shot. We stood 700 yards from the Jemtschug. For the second time I pressed down the electrical lever, to send the second torpedo against the Russian enemy. It hit her only too well. A terrific detonation was heard, far louder than the first one, and the whole ship seemed to burst into pieces.

"I could see that the shot hit her next the bridge and I suppose an ammunition depot must have been hit and blown up. Enormous scraps of iron flew all round. A thick cloud, white, then yellowish, then black, hid the unlucky ship which was never to be seen again.

"The detonation was so striking that some men thought, the Emden herself had been hit, and we sent at once to the bottom of our ship to look for leakages.

Clearing Out.

"We did not find any, however, and the Commander was just about to turn to the French destroyer, in order to engage it, when the look-out announced a big black cloud entering the harbour. It looked like a torpedo-boat. And, as it was most dangerous foe—as being, perhaps, ready for action and, in any case, barring our way out—we had to give up the French destroyer and turn to this newcomer.

"We opened fire at about 5,000 yards. At once the ship turned to escape her own smoke and we recognised a small harmless Government launch which, fortunately, had not been hurt by our first shots.

"We stopped fire. But, by now, it was about 7 o'clock and it did not seem advisable to stay longer at Penang, nor to turn once more towards the French destroyer. So we cleared out.

A Letter of Apology.

"On the roadstead we met a British cargo boat which we wanted to capture. We sent out a boat and gave them a letter of apology for the Commander of the Government launch, which explained our mistake. At this moment a third warship appeared on the scene, a French destroyer—afterwards we learnt her name—it was the Mousquet.

"We attacked her instead of the d'Iberville, which had been speared in the inner harbour. A few broadsides of ours were effective and we at once dispatched our boats in order to save the crew. From them we learnt that it had been her task to watch the entrance of the harbour, so that it had been her carelessness which had made possible the end of the Jemtschug and her own.

Back on the High Seas.

"At about 10 a.m. we had regained the high seas, but, even then, appeared a new adversary. The French destroyer Fronde, sister ship to the Mousquet. She followed us stubbornly, not being dangerous because we could now make use of our higher speed, but threatening us in so far that she sent one radio message after another 'Emden near Penang, Emden near Penang.'

"We had difficulty in getting rid of her. Fortunately in heavy showers and some rough weather separated us from this follower and the next morning we found ourselves again alone on the sea.

"This is my little story of our stay at Penang. Some weeks afterwards we entered the harbour of Sydney and, as prisoners of war, we reached Colombo. So this is my second stay here and I wish I could have a third one and then tell, how extremely nice and pleasant my second one has been.

COATES' ORIGINAL PLYMOUTH GIN IS THE BEST DRY GIN FOR COCKTAILS.

Sole Agents:—

CALDBECK MACGREGOR & Co., Ltd.

(Incorporated under the Companies Ordinances of Hong Kong.)

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That's the natural question to ask about GOLD BAR Canned Asparagus. The answer is very simple.

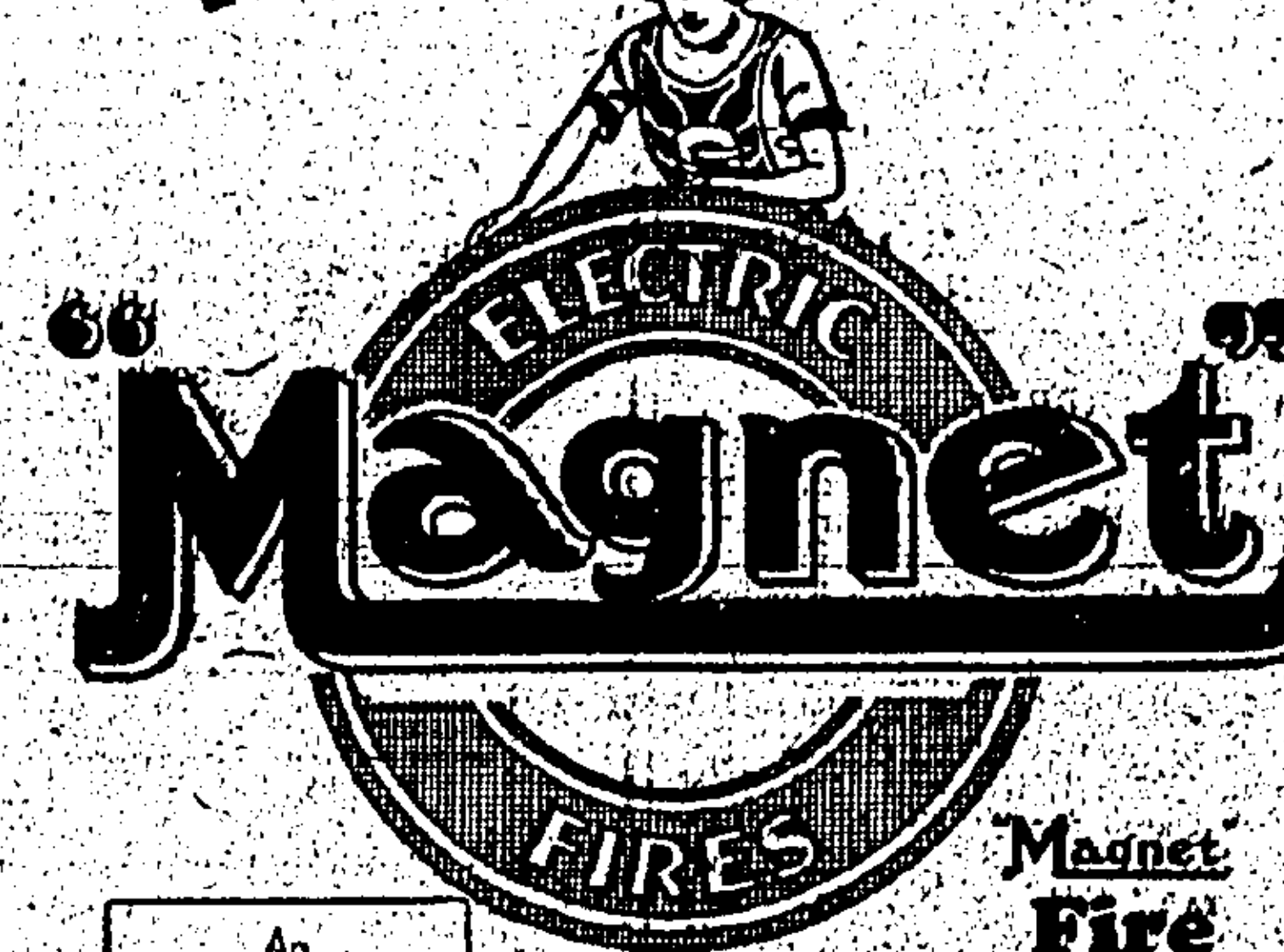
It's because GOLD BAR Asparagus is canned right in the heart of the finest asparagus growing sections, where the tender spears are packed within a few hours after coming from the field.

Assure yourself of this superior quality by asking LANE CRAWFORD'S for GOLD BAR Asparagus.

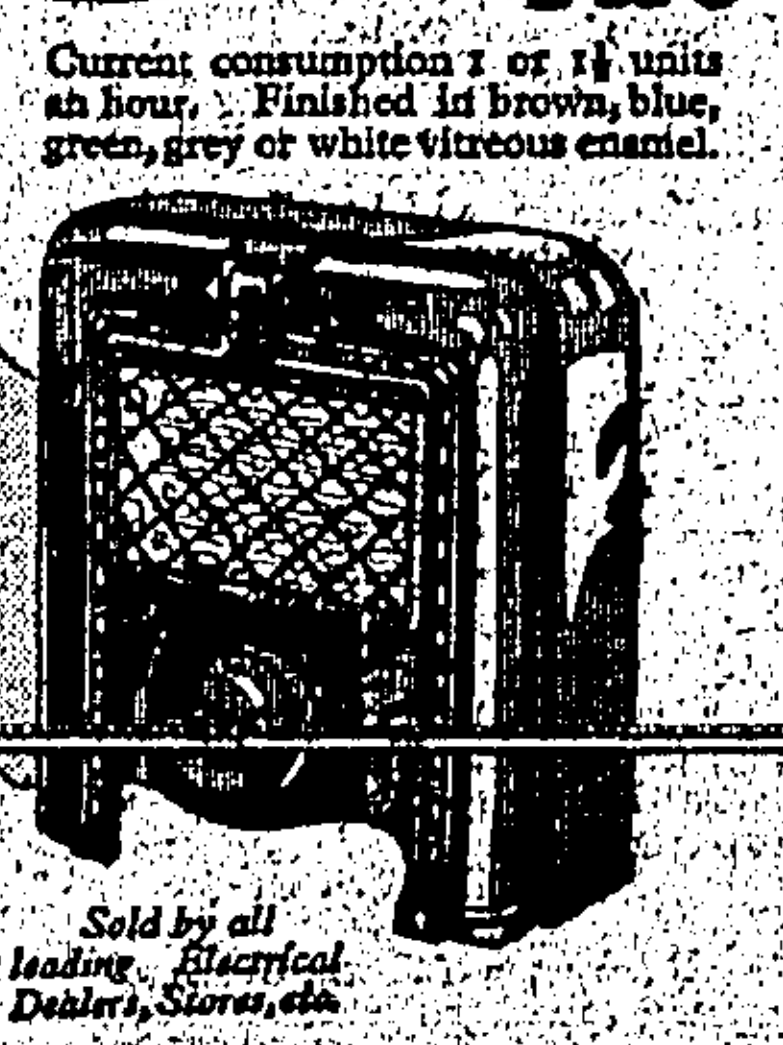
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COSIER FIRES FOR COSY HOMES!



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Irons, Kettles, Toasters, Cleaners, Fans, Fires, Washing Machines, Cookers, Grinders, Appliances for the Toilet etc.



MADE IN ENGLAND
by
THE GENERAL ELECTRIC CO. LTD.

Sold by all leading Electrical Dealers, Stores, etc.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "PROTEUS"
FROM SEATTLE, VANCOUVER AND VICTORIA VIA JAPAN

are requested to take Delivery of Flour and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Vessel as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will lie also at their risk and expense and subject to the Terms and Conditions of Storage at Holt's Wharf. Vessel will commence Discharge on 14th Feb.

General Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from the Godown on and after 14th February.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after 30th February will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 6th March, 1931, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

16th February, 1931.

[333]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "AUTOLYOUS"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 16th February.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 23rd February will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 6th March, 1931, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

16th February, 1931.

[333]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s
Steamer "KRYNEN"

ARRIVED HONG KONG ON
15th FEBRUARY, 1931.

FROM ANTWERP, LONDON, GIBRALTAR, MASSILLAS, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked by Mark and Delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by any consignor. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 6th March, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 16th Feb., 1931.

[332]

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, Ltd., and the HONG KONG WEEKLY PRESS, through their London Office, at 55, Fleet Street, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

CENTRAL THEATRE

TO-DAY to FRIDAY
FIVE PERFORMANCES DAILY
At 12 Noon,
2.30, 5.10, 7.15 & 9.20 p.m.

NOW YOU SEE
CHEVALIER'S BEST!



MAURICE
CHEVALIER
"The Big Pond"
with CLAUDETTE COLBERT
A Paramount Picture

NEXT CHANGE



CLARA
BOW
"True to the Navy"
A Paramount Picture
Cubs of Love!
And Clara sings
"There's Only One
Who Matters"

COMING



Bookings at Andersons and
the Theatre (Tel. 25720).

DON'T LEAVE HONG KONG

without giving an
Order for the
Weekly Press to
be sent to your
Address for

THREE MONTHS \$4.00

SIX MONTHS \$8.00

TWELVE MONTHS \$16.00

11, Ice House Street.

USED TO LIE AWAKE WITH PAIN

Rash at Back of Neck.
Healed by Cuticura.

"The rash I suffered with began five years ago. It started with small, itching pimples at the back of my neck which gradually got worse each year until they resembled ringworms. I could not bear anything to touch them as they itched and burned and were terribly inflamed. I used to lie awake at night with the pain. I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. After using it the itching and burning stopped. I purchased more and in three months my neck was completely healed." (Signed) Mrs. N. Powell, 47, Hollyhedge Lane, Birchills, Walsall, Staffs., Eng., April 4, 1930.

Use Cuticura Soap, Ointment and Talcum for daily toilet use.

Sample each Soap, Ointment and Talcum free upon request, from Dayton, Price & Company, Ltd., P. O. Box 650, Shanghai.

Sold Throughout the World.

BORNEO COAL

CHEAP BUNKERS

at

SEBATTIK

(BRITISH NORTH BORNEO)

Convenient bunkering Port en route to or from:

AUSTRALIA and JAVA Ports

and to vessels employed in

PHILIPPINES

and

SOUTH SEASTRADES

also at SANDAKAN.

No Harbour Dues or Pilotage at either port for bunkering vessels.

APPLY TO:

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ASSEMBLY, ONE
ENTERS, THE PER-
SONALITY OF A
SMARTLY DRESS-
D MAN IS FRUIT AND
RESPECTED.

TO BE WELL
DRESSED IS A SOCIAL
DUTY. AND THIS
IS EASILY CARRIED
OUT AT

BROWN'S

7 Daddell Street, 2nd floor

Opp. Gospel Hall

Tel. 23 155.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer

"SAARBUECKEN"

having arrived from BREMEN, HAM-

BURG and Porto, Consignees of Cargo

are hereby notified that their Cargo

is being landed at their risk into the

Godown of the Hong Kong & Kowloon

Wharf and Godown Co., Ltd., Kowloon,

where Delivery can be obtained.

Consignees are further notified that

the Steamer "SAARBUECKEN" has

taken at HAMBURG and BREMEN

Through Cargo for HONG KONG EX

S.S. "KONO DAI," S.S. "MAJIMA,"

S.S. "STAR," S.S. "KONO ARI," and

S.S. "EUREKA" from GOTHENBURG,

HELSINGFORS and OSLO.

All Goods remaining undelivered after

the 20th of February, 1931, will be

subject to Rent.

No Fire Insurance will be effected by

us in any case whatever.

Damaged Packages must be left in the

Godown for examination by the Con-

signees and the Company's Surveyors,

Messrs. Anderson & Ash, at 10 a.m. on

the 16th of February, 1931.

No Claim will be admitted after the

Goods have left the Godown and all

Claims must be presented within Two

Weeks of the Ship's arrival here, after

which time Consignees are requested to

submit their Bills of Lading to the Under-

signed for Counter-signature.

MELCHERS & CO.,

Agents.

NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 13th Feb., 1931. [324]

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11.30 a.m.—Chinese programme.

12.30 p.m.—European programme.

1.30 p.m.—Weather report, local

time, etc.

2 p.m.—Close down

5 to 8 p.m.—European programme

of H.M.V. and Victor records

supplied by Messrs. Moutrie &

Co.

8 to 5.45 p.m.—

Variety.

Orchestral—"We'll Build a World

of Our Own" (from "Happy

Days").—De Groot and his

Orchestra.

Orchestral—"Dream Lover" (from

"The Love Parade").—De

Groot and his Orch.

Song—"A Night of Happiness" (from

"A Song of Kentucky").—

Anona Winn (Soprano).

Song—"My Sweetest Than

Sweet" (from "Sweetie").—

Anona Winn (Soprano).

Song—"Tu Sais" (You Know).—

George Metaxa (Tenor).

Song—"Pagoda Love Song" (from

"The Pagoda").—George

Metaxa (Tenor).

Chorus—"Selections of Boosy

Ballads."—Jack Hylton and his

Orchestra.

Song—"Don't Ever Be 'Fraid to

Wade Those Troubled Waters."—

Willard Robinson (Baritone).

Song—"There's Religion in

Rhythm."—Willard Robinson

(Baritone).

Song—"It Happened in Mon-

terey" (from "King of Jazz").—

John Boles (Tenor).

Song—"The Song of the Dawn" (from

"King of Jazz").—John

Boles (Tenor).

5.45 to 6.15 p.m.—

Piano Solos.

"The Twenty Four Preludes" (Chopin).

6.15 to 6.45 p.m.—

Vocal Duet—"A Ballad When at

Sea" (Keel).—Stuart Robert-

son and John Turner.

Vocal Duet—"A Sailor's Philo-

sophy" (Byng).—Stuart Robert-

son and John Turner.

Piano Solo—"A Fairy Tale" (Nicholas

Meditner).—Benno

Moiseiwitch.

Piano Solo—"Suggestion Diaboli-

que" (Prokofiev).—Benno

Moiseiwitch.

Song—"The Floral Dance" (Mose).

Peter Dawson (Bass-
Baritone).

Song—"The Lute Player" (Allit-

sen).—Peter Dawson (Bass-
Baritone).

6.45 to 7.15 p.m.—"Midsummer

Night's Dream Suite" (Mendels-

sohn).—San Francisco Sym-

phony Orchestra conducted by

Alfred Hertz.

(Continued on next Column.)

THE EXTRA-LITY DISCUSSIONS.

U.S. REPLY NOW BEING
CONSIDERED.

Washington, D.C., Feb. 8.—In-
dication that very shortly the
United States will reply to the
latest note of the Chinese national
government at Nanking with re-
gard to proposals for the abolition
of extra-territorial privileges held
in China by American citizens
were given here to-day.

Dr. Wu Chao Chu, the Chinese
minister to the United States, con-
ferred with Far Eastern experts of
the United States department of
state. From them, he said, he se-
cured a promise that they will do
everything possible to hasten a re-
ply to the extra-territorial coun-
ter-proposals submitted by Dr. Wu
to the department of state in the
name of the Nanking government.

The United Press was informed
that the state department attaches
with whom Dr. Wu conferred in-
dicated that they are devoting de-
tailed and sympathetic considera-
tion to China's proposals.

However, state department offi-
cials have drawn attention to the
fact that progress in the negotia-
tions with regard to extra-territori-
ality is complicated by the triang-
lar features of extra-territorial de-
cisions in which Great Britain is
simultaneously interested. The
nature of the reply the United
States plans to make to Nanking
soon has not been divulged.

7.15 to 7.42 p.m.—

Organ Solos.

"Orange Blossom Time."—Sandy

Macpherson.

"Organ Concert in B Flat" (Han-

del).—Dr. E. Bullock.

"Water Music" (Handel).—Dr. E.

Bullock.

"The Bells of St. Mary's" (The

Adams).—Archer Gibson.

"Old Irish Air" (Transcribed by

A. Gibson).—Archer Gibson.

7.42 to 8 p.m.—

"March of the Grenadiers" (from

"The Love Parade").—Jen-

ette MacDonald (Soprano).

"Rio Rita"—Selections.—Reginald

King and his Orch.

"You're Always in My Arms."—

King and his Orch.

"The Merry Widow"—Selections.

—De Groot and his Orch.

8 to 11.30 p.m.—Ko Shing Theatre

relay.

9 p.m.—Weather report, local time,

etc.

11.30 p.m.—Close down.

EXCHANGE.

CLOSING QUOTATIONS.

February 16, 1931.

ON LONDON:—

Telegraphic Transfer... 101

Bank Bills, on demand 101

Bank Bills, 4 months' sight

10 13/16

Credits, 4 months' sight

11 7/16

Documents, 4 months' sight

11 9/16

ON PARIS:—

Bank Bills, on demand 655

Credits, 4 months' sight 655

ON NEW YORK:—

Bank Bills, on demand 211

Credits, 60 days' sight 221

ON BOMBAY:—

Telegraphic Transfer... 601

Bank, on demand... 601

ON CALCUTTA:—

Telegraphic Transfer... 601

Bank, on demand... 601

ON SHANGHAI:—

Bank, at sight... 71 7/8

ON YOKOHAMA:—

Bank, at sight... 71 7/8

ON MANILA:—

On demand... 44

ON SINGAPORE:—

On demand... 33 1/2

ON BATAVIA:—

On demand... 54 1/2

ON HONGKONG:—

On demand... 59 1/2

ON SINGAPORE:—

On demand... 20 1/2

SOVEREIGNS, Bank's Buying

Rate... 11 1/2

SAN SILVER, per oz... 15 1/16

PASSENGERS

Arrivals.

The following passengers arrived
yesterday by the s.s. President
Jefferson:—Mr. and Mrs. Manuel
Beech, Miss Emma Beech, Dr. W.
F. Bible, Mr. Yuk Chui, Dr. P. J.
Culley, Mrs. L. G. Culley, Dr. E.
N. Dodd, Mr. Lee Hong, Mr. H. A.
McComb, Mr. and Mrs. James W.
McGrath, Mr. and Mrs. R. E.
Magnusson, Mr. C. Pellicer, Mr.
D. Pilar, Mr. M. Podolsky, Mr. Ty
Ack, Mr. Ty Yan, Mr. Ty Chun
Chuan, Mr. and Mrs. D. C. Whit-
tinghill, Masters R. D. Whitting-
hill, Miss M. F. Willard, Mr. Wong
Him, Mr. F. A. Xavier, and Miss
C. Xavier.

Mr. Justice Langton, in the
Divorce Court has made absolute
the decree nisi granted in July to
Miss Evelyn Laye, the actress (in
private life Mrs. Evelyn Elsie
Monro), because of the misconduct
of her husband, Mr. Robert Hale
Monro (known on the stage as
Sonnie Hale), with Miss Jessie
Mathews, the actress. Decree nisi
granted in 185 other cases were
made absolute at the same time.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"GOOD NEWS."

There are no tears to be shed for
Bessie Love in "Good News,"
Metro-Goldwyn-Mayer's triumph
of musical comedy transition, which
is showing at the Queen's Theatre.
As far as we can remember, Bessie
has always had to cry in her pic-
tures. But here she is gay and
exuberant as a grasshopper—and
as lively. You'll laugh just as
hard as you have cried with her
for she is a cute little clown with
a bag of tricks all her own.

The picturization of the famous
musical success walks right away
from the original stage production.
It is screened upon a lavish scale
with a cast that would leave a
Broadway producer breathless.
With Bessie heading the cast, there
are featured such players as Stan-
ley Smith, Mary Lawlor, Gus Shy,
Lola Lane, Dorothy McNulty, Billy
Taft, Cliff Edwards, Frank Mc-
Glynn and Tom Jackson.

Miss Lawlor, you may recall,
was the ingenue lead on the stage
and she repeats this performance
with charm and voice on the screen.
Shy, who created the comedy lead
on Broadway, does it all over
again in the filmization with Miss
Love as his partner. Dorothy Mc-
Nulty and Taft, who brought

ARRIVALS.

February 15.

Atsuta Maru, Japanese str., 4,940 tons, Capt. N. Kawashima, from Manila, Kowloon Wharf.—N.Y.K.

Delago Maru, Japanese str., 4,373 tons, Capt. H. Takano, from Shanghai, buoy No. A5.—N.Y.K.

Menado Maru, Japanese str., 1,286 tons, Capt. T. Kawamura, from Haiphong, O.S.K. Wharf.—O.S.K.

Taipung, Norwegian str., 4,083 tons, Capt. J. A. Jensen, from Manila, buoy No. A2.—Dodwell & Co.

Chi Poo Sek, French str., 1,210 tons, Capt. M. Paul, from K. C. Wan, C.M.S.N. Wharf.—Wo Hop & Co.

Seistan, British str., 1,571 tons, Capt. A. C. Inglis, from Hoihow, buoy No. A10.—Kwong Nam & Co.

Tjisondari, Dutch str., 6,019 tons, Capt. J. J. Duit, from Amoy, buoy No. A4.—J.C.C.L.

Yonan Maru, Japanese str., 5,178 tons, Capt. Y. Kita, from Manila, buoy No. A12.—Siemens & Co.

Yuenyang, British str., 1,933 tons, Capt. J. W. Pettigrew, from Kobe, Kowloon Wharf.—J. M. & Co.

February 16.

Haiyang, British str., 1,263 tons, Capt. W. G. Erwin, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Langsang, British str., 356 tons, Capt. A. D. Kellman, from Swatow, West Point Wharf.—J. M. & Co.

Helios, Norwegian str., 1,113 tons, Capt. T. Olsen, from Swatow, buoy No. B18.—Thoresen & Co.

Kalgan, British str., 1,573 tons, Capt. D. Lupton, from Swatow, buoy No. B3.—B. & S.

Imchow, French str., 1,501 tons, Capt. P. B. Morganti, from Canton, buoy No. A6.—Sing Kee & Co.

Memphis City, British str., 3,450 tons, Capt. R. O. Borsner, from Takao, buoy No. A11.—Bank Line.

Introsolis, British str., 6,010 tons, Capt. G. T. Clark, from Shanghai, buoy No. A10.—B. & S.

Pres. Jefferson, American str., 8,443 tons, Capt. A. O. Lustie, from Manila, Kowloon Wharf.—A.M.L.

Suiyang, British str., 1,933 tons, Capt. Hook, from Singapore, Kowloon Wharf.—J. M. & Co.

Sunning, British str., 1,570 tons, Capt. Evans, from Canton, buoy No. B21.—B. & S.

Tetsuzan Maru, Japanese str., 1,240 tons, Capt. K. Murakami, from Whampoa, Stonecutters.—Wada Jimusho.

Tsinan, British str., 2,109 tons, Capt. W. Shaw, from Amoy, buoy No. B9.—B. & S.

Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lencas, from K. C. Wan, Saikong Wharf.—Wo Hop & Co.

CLEARANCES.

February 16.

Athos II., for Shanghai.

Atsuta Maru, for Yokohama.

Bulgeland, for Manila.

Canton, for Haiphong.

Delago Maru, for Singapore.

Emp. of Asia, for Shanghai.

Eng Lee, for Tientsin.

Helios, for Bangkok.

Hopang, for Swatow.

Kwangchow, for Bangkok.

Imchow, for Haiphong.

Introsolis, for Singapore.

Porches, for Saigon.

Promise, for Bangkok.

Sensan Maru, for Daijen.

Taipung, for Shanghai.

Tjisondari, for Manila.

Tonkin, for K. C. Wan.

Yuenyang, for Singapore.

SHIPS IN-HARBOR.

The following vessels were in port yesterday:

Wharves—Kowloon: President Jefferson, Taiyo Maru, Bengal Maru, Empress of Asia, Empress of Australia, Atsuta Maru, Hoihow, Changie, Autolytus, China Merchants, Teikoku, Jandine Matheson's, Hanyang, O.S.K., Menado Maru, Douglas Lapraik, Haiyang, Docks—Kowloon: Yuen Jong, Tai Lee, Hinsang, Kunsang, Hong Peng, Waishing, Chipping, Tai Poo, Taming, Nimpoo, An Shun, Empress of Canada, Huihow.

Buoys—A1 Belgeland, A2 Taipung, A3 Protolus, A4 Tjisondari, A5 Delago Maru, A6 Helios Maru, A10 Suiyang, B1 Yonan Maru, B14 Anhui, B15 Kwangchow, B16 Helios, A10 P. Morganti, B1 Hop Sang, B3 Kalgan, B6 Peng Lee, B9 Tsinan, B21 Tonkin, B22 Yuenyang, B23 Sensan Maru, B24 Tsinow, C1 Sai On, C2 Canton, C3 Shun Lee, C4 New Mathilde, C8 Haru Maru.

The R.M.S. Empress of Russia arrived at Yokohama yesterday at 10 a.m., left the same day at 5 p.m. is due at Hong Kong on February 23 and she will leave for Manila on February 23 at 5 p.m.



Weekly Trans-Pacific Service

To San Francisco and Los Angeles To Seattle and Victoria

The Sunlight Bell via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Grant... Feb. 24, 1 a.m. Pres. Jefferson... Feb. 17, 1 a.m.

Pres. Cleveland... Mar. 10 Pres. Lincoln... Mar. 8

Pres. Pierce... Mar. 24 Pres. Madison... Mar. 17

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From Hong Kong to Naples... £152. 5. 0d.

" " " " " " " " £161. 0. 0d.

" " " " " " " " £169. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Wilson... Feb. 22 Pres. Garfield... Mar. 22

Pres. Van Buren... Mar. 8 Pres. Polk... Apr. 5

To Manila

6 p.m.

Pres. Lincoln... Feb. 24 Pres. Madison... Mar. 10

Pres. Cleveland... Feb. 28 Pres. Pierce... Mar. 14

CANTON BRANCH—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

THE PERFECT HOLIDAY.

JAVA

Good hotels in cool mountain resorts.

Good trains, excellent motor-smoothing asphalt roads.

BALI

Regular daily air services. Interesting native life.

HONG KONG—MANILA—MAKASSAR—BALI—SOERABAYA—BATAVIA—HONG KONG.

FARE 244/5. Inclusive of Railway and Airplane Fares.

THOS. COOK

You may book with AMERICAN EXPRESS

JAVA CHINA JAPAN LINE

TO BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJIMANOROK" S.S. "TJILEBOET" S.S. "TJISAROE" 24th February 10th March 24th March

TO BALI via Manila—Makassar—Soerabaya back through Java via Batavia.

S.S. "TJISONDARI" S.S. "TJIKABANG" S.S. "TJIBADAK" 17th February 3rd March 17th March

TO AMOY AND SHANGHAI.

S.S. "TJILEBOET" S.S. "TJIKARANG" S.S. "TJISAROE" 10th February 19th February 28th February

For further particulars apply to—

JAVA-CHINA-JAPAN LINE.

York Building.

Telephone 2801E.



FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI - VENICE & TRIESTE

Via Singapore, Colombo, Bombay, Aden, Suez, and Port Said. Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports.

Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONG KONG

For Shanghai and Japan For Singapore and Italy

S.S. "VENEZIA" 10th Mar.

S.S. "ORACOVIA" 22nd Feb.

S.S. "GANGE" 4th Mar.

M.V. "HILDA" 25th Mar.

S.S. "PILSNA" 9th Mar.

S.S. "PILSNA" 19th Apr.

*Passenger Steamers with First, Second & Second Intermediate Accommodation

† Outward Voyage to Shanghai only.

Sailing Dates subject to alteration without notice.

For Freight and Passage apply to

DODWELL & CO., LTD.

Agents.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

MONDAY, FEBRUARY 16.

Banks

H.K. Banks... \$2,170

Do. (London)... \$2,100

Chartered Banks... \$2,100

Mercantile Bks. "A"... \$2,100

Do. "C"... \$2,100

Bank of East Asia... \$2,100

Insurance

Canton Insurance... \$1,310

North China... \$1,310

Union Insurance... \$1,310

Yangtze Insurance... \$1,310

China Fire... \$1,310

H.K. Fire... \$1,310

Shipping

Douglas... \$2,100

Indos (prof.)... \$2,100

Do. (def.)... \$2,100

Shanghai Loans... \$2,100

Explorations... \$2,100

Shanghai Loans... \$2,100

H.K. Fire... \$2,100

Trough Mines... \$2,100

Docks, Wharves, Godowns, etc.

H.K. & K. Wharves... \$2,100

Providents (old)... \$2,100

Do. (new)... \$2,100

H.K. Docks... \$2,100

South China Motors... \$2,100

Shanghai Docks... \$2,100

New Engineering... \$2,100

Hongkows... \$2,100

Lands, Hotels, and Buildings

H.K. & S. Hotels... \$2,100

H.K. Lands (old)... \$2,100

Do. (new) A... \$2,100

Do. (new) B... \$2,100

Shanghai Lands... \$2,100

H.K. Realty... \$2,100

Humphreys, cum. r... \$2,100

Do. rights... \$2,100

Chinese Estates... \$2,100

Cotton Mills

Ecos... \$2,100

Shai Cotton... \$2,100

Loong Sing... \$2,100

Public Utilities

Tramways... \$2,100

Peak Trans (old)... \$2,100

Do. (new)... \$2,100

Star Ferries... \$2,100

China Lights... \$2,100

H.K. Electric... \$2,100

Macao do... \$2,100

Sankian Light... \$2,100

Telephones (fully pd.)... \$2,100

Do. (part pd.)... \$2,100

China Buses... \$2,100

Tractions... \$2,100

Do. (prof.)... \$2,100

Industrials

Caldbeck... \$2,100

Macgregors (prof.)... \$2,100

Canton Ice... \$2,100

Comcats (comb.)... \$2,100

Do. (old)... \$2,100

Do. (new)... \$2,100

Ropes... \$2,100

China Sugars... \$2,100

Malabon Sugars... \$2,100

Miscellaneous

Dairy Farms (old)... \$2,100

Do. (new)... \$2,100

Der A. Wings... \$2,100

Amusements, rights... \$2,100

Do. cum right... \$2,100

Chin. Entertainment... \$2,100

Lane Crawford... \$2,100

Mackintosh... \$2,100

Nanyang Tobacco... \$2,100

Sinceres... \$2,100

Watsons... \$2,100

Wm. Powells... \$2,100

B. Ind. G.S. Bonds... \$2,100

H.K. Govt. Loans... \$2,100

FOREIGN MAILS

RADIO NOTICE

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so unpermitted.

CHINESE NEW YEAR HOLIDAYS.

On Tuesday, the 17th February, the General Post Office and Branch Post Office will be entirely closed, and on Wednesday, the 18th Feb., the General Post Office will be open from 8 a.m. to 10 a.m. and the Branch Post Offices from 8 a.m. to 9 a.m.

On Tuesday, there will be no collection from the pillar boxes and no delivery by postman but ordinary correspondence may be obtained at the back door or at the south-west corner of the General Post Office Building, ground floor.

On Wednesday, there will be no collection from the pillar boxes and no delivery of ordinary correspondence as on Sundays and one day very of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI and Swatow	Shanghai	18th Feb.
JAPAN	Kiama Maru	18th Feb.
SHANGHAI and EUROPE via SIBERIA (London, 29th Jan.)	Palea	18th Feb.
JAPAN and SHANGHAI	Yasukuni Maru	20th Feb.
EUROPE via NAGAPATAM (Letters and papers, London 22nd Jan.)	Fushimi Maru	21st Feb.
SHANGHAI	Fushimi Maru	21st Feb.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 16th March)	Pres. Monroe	21st Feb.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.C., 1st Jan.)	Emp. of Russia	23rd Feb.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 30th January)	Pres. Lincoln	23rd Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
Shanghai, Japan, Canada, U.S.A., C. and S. America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 7th March	Empress of Asia	Wednesday, 18th Parcels 9.00 a.m. Letters 9.15 a.m. 10.00 a.m.
Shanghai, Japan, Honolulu, *Canada, U.S.A., C. and S. America, and *EUROPE via San Francisco—due San Francisco, 16th March, and *EUROPE via Siberia	Taiyo Maru	Reg. 8.15 a.m. Lo for 8.30 a.m.
Hoihow, Pakhoi and Haiphong	Menado Maru	8.30 a.m.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 4th March	Kiama Maru	Reg. 8.45 a.m. Letters 8.30 a.m. 8.00 p.m.
Swatow, Amoy and Fookshoo	Hydrangea	Friday, 20th 8.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles 18th March	Yasukuni Maru	Reg. 4.30 p.m. Lo for 4.30 p.m. G.O.P. Reg. 5.00 p.m. Letters 5.00 p.m.
Japan and *Victoria, B.C.—due Victoria, B.C., 17th February	Proterius	Saturday, 21st 10.30 a.m.
Sandakan	Fushimi Maru	10.30 a.m.
*Shanghai, Japan and *EUROPE via Siberia	Chongshing	8.30 p.m.
*Swatow and Fookshoo		5.00 p.m.
Swatow, Amoy and Fookshoo	Hoan Maru	Sunday, 22nd 8.00 a.m.
*Japan, Honolulu, *U.S.A., *Canada, *C. and S. America, and *EUROPE via San Francisco—due San Francisco, 18th March	Pres. Grant	Monday, 23rd Parcels 3.00 p.m. Reg. 4.15 p.m. Lo for 5.00 p.m.
Shanghai and *EUROPE via Siberia	Pres. Grant	Reg. 5.00 p.m. Lo for 5.00 p.m.
Manila	Emp. of Russia	Reg. 5.00 p.m. Letters 5.00 p.m.
*Shanghai, Japan, *Canada, *U.S.A., C. and S. America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 16th March	Heian Maru	Reg. 4.15 p.m. Letters 5.00 p.m.
Swatow, Amoy and Fookshoo	Hai Ching	Tuesday, 24th 1.30 p.m.
Bangkok	Kalgan	Wednesday, 25th 8.30 p.m.
Hoihow, Pakhoi and Haiphong	Kwangchow	Thursday, 26th 10.30 a.m.
Swatow, Amoy and Fookshoo	Hai Nan	Friday, 27th 8.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 27th March	Malwa	Reg. 4.30 p.m. Lo for 4.30 p.m. G.P.O. Reg. 5.00 p.m. Letters 10.30 a.m.

*Superficial correspondence only.

HONG KONG TIDE TABLE.

From February 17 to 23, 1931.

HIGH WATER. LOW WATER.

HONG KONG STANDARD TIME.

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CHINA NAVIGATION COMPANY, LIMITED

SWATOW & SINGAPORE	"ANHUI"	On 19th Feb., 11 a.m.
SHANGHAI & DALNY	"CHENAN"	On 19th Feb., 6 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 22nd Feb., 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 24th Feb., 6 a.m.
BANGKOK	"KALGAN"	On 25th Feb., 5 p.m.
SHANGHAI & TIENTSIN	"NANCHANG"	On 25th Feb., 5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 25th Feb., 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 26th Feb., Noon
SWATOW & BANGKOK	"KIANGSU"	On 1st Mar., 11 a.m.
SWATOW, AMOI, SWATOW, HONGKONG & SINGAPORE	"ANTUNG"	On 2nd Mar., 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, Telephone 37331.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (SUNDAY)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESS CARRIED.

Stop Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY £18 RETURN

LONDON (via Australia) from £132/0/1.

(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	13th Mar.	20th Mar.	25th Mar.	8th Apr.
CHANGTE	14th Apr.	21st Apr.	26th Apr.	10th May
CHANGTE	15th May	22nd May	27th May	7th June
CHANGTE	12th June	19th June	24th June	8th July

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "AFRIKA"

on or about 21st FEBRUARY

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALIC PORTS.

SAILING LIST.

Other Sailings:	SHANGHAI, ETC.	COPENHAGEN, ETC.
M.S. "Afrika"	9th Mar.	21st Feb.
M.S. "Annam"	28th Mar.	8th April
M.S. "Danmark"	28th Mar.	27th April
M.S. "Java"	28th April	28th May
M.S. "Asia"	28th May	28th June

Optional Bills of Lading issued to United Kingdom Ports

For further particulars, please apply to—

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PRINCE LINE

FREQUENT SERVICE

TO
BOSTON AND
NEW YORK

CALLING AT NAPLES

CINGALESE PRINCE ... February 26th
JAVANESE PRINCE ... March 20th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to—

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 12th March, at Noon.

Offers excellent Saloon accommodation.
All lower berths Doctor carried.
English cuisine Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

For Passage apply to—

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "YATSHING" "KWONGSANG" "CHAKSANG"	Sun., 22nd Feb., at 7 a.m. Wed., 25th Feb., at 7 a.m. Sun., 1st Mar., at 7 a.m. Wed., 4th Mar., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "SUISANG" "HOSANG"	Tues., 3rd Mar., at 3 p.m. Mon., 9th Mar., at 3 p.m. Sat., 21st Mar., at 3 p.m.
OSAKA via AMOI AND KOBE	"HOSANG"	Tues., 3rd Mar., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUMSANG" "YUENSANG"	Tues., 17th Mar., at 7 a.m. Mon., 30th Mar., at 7 a.m.
SANDAKAN	"HINSANG" "MAUSANG"	Satur., 21st Feb., at Noon Wed., 11th Mar., at Noon
TIENTSIN via SWATOW & FOCHOW	"CHEONGSHING" "CHIFSHING"	Sun., 22nd Feb., at 7 a.m. Sun., 1st Mar., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

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GLEN LINE.

FARE: HONG KONG TO LONDON:—
1st JUNE/30th NOVEMBER ... £65.12.0d.
1st DECEMBER/31st MAY ... £82.0.0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" ... 5th Apr.
Motor Vessel "GLENLUCE" ... 27th Apr.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVONSHIRE" ... 27th Feb.
Motor Vessel "GLENBEG" ... 2nd Mar.
Motor Vessel "GLENLUCE" ... 16th Mar.
Motor Vessel "GLENAMOT" ... 30th Mar.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

FAR EASTERN PASSENGER & FREIGHT SERVICE

THROUGH BOOKINGS TO LONDON: Cabin class only

THROUGH BOOKINGS TO AMERICA VIA EUROPE

AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Freight M.S. "Havel" ... departure 3rd Mar.
Pass. M.S. "FULDA" ... departure 4th Apr.
Pass. S.S. "SAARBUECKEN" ... departure 7th Mar.
Freight S.S. "Aller" ... departure 21st Mar.

Passenger steamers sailing via Manila and Ports to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Freight S.S. "Aller" ... due here 21st Feb.

Pass. S.S. "COBLENZ" ... due here 11th Mar.

Freight S.S. "Franken" ... due here 21st Mar.

Pass. M.S. "FULDA" ... due here 6th Apr.

HONG KONG—NEW GUINEA

Next sailing to KAPALUA, Vunapope, Aleshafoa & Madang.

S.S. "BEERHEAVEN" on about 28th MAR., 1931.

TO AMERICA AND EUROPE

Round the World via "COLUMBUS" leaving Hong Kong on the 25th MARCH, at 8 a.m. for America and Europe via North China Japan—Honolulu—North Pacific Coast—Panama—Havana.

MELCHERS & CO.,

AGENTS: HONG KONG, 3, Chater Road. Queen's Building.

Telephone: 28378.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

FEBRUARY 15, 1931.															FEBRUARY 16, 1931.														
STATION	Hour and Time	BAROMETER AT SEA LEVEL		TEMPERATURE	VISIBILITY	WIND			WAVE (Height)	SEA Knots (Direction)	BAROMETER AT SEA LEVEL		TEMPERATURE	VISIBILITY	WIND			WAVE (Height)											
		Inches	Millis.			Direction	Force (Knots)	Inches			Millis.	Direction			Force (Knots)														
Wladivostok	12	30.42	772.6	9	...	NNE	2	0	6	30.42	772.8	00	...	NNW	2	0	b												
Nemuro	11	30.00	762.0	...	...	NNW	1	4	5	30.16	766.0	...	...	NW	1	...	...												
Hakodate	...	30.12	765.0	...	...	NNW	1	...	...	30.22	767.5	...	...	NW	1	...	...												
Tokio	...	30.14	765.5	...	...	N	1	...	...	30.22	767.5	...	...	NNW	1	...	...												
Kochi	...	30.14	765.5	...	...	N	1	...	...	30.16	766.0	...	...	SW	1	...	...												
Nagasaki	...	30.16	766.0	...	...	...	0	...	...	30.04	763.0	...	...	ESE	1	...	...												
Kagoshima	...	30.14	765.5	...	...	...	0	...	...	30.05	764.0	...	...	...	0	...	...												
Oshima	...	29.10	764.5	...	...	N	1	...	...	30.12	765.0	...	...	SSE	1	...	...												
Naha	...	30.14	765.5	...	...	...	...	...	...	30.10	764.5	...	...	...	0	...	...												
Ishigakijima	...	30.18	766.5	...	...	ENE	2	...	...	30.08	764.0	...	...	...	0	...	...												
Bonin Island	...	30.00	762.0	...	...	N	1	...	...	30.14	765.5	...	...	...	0	...	...												
Chafco	16	30.34	770.8	80	...	N	1	0	6	30.45	773.4	24	...	NNW	4	0	...												
Shanghai	14	30.22	767.5	88	4	ENE	2	0	6	30.37	771.4	35	4	N	2	0	...												
Outatou	...	29.29	769.3	44	...	NNE	1	0	6	30.37	771.4	39	...	NE	4	0	...												
Wenchow	...	30.23	767.8	45	6	NW	2	0	6	30.21	767.3	34	6	NE	4	0	...												
Foochow	...	30.10	764.5	56	8	N	2	0	6	30.07	768.8	52	6	E	2	0	...												
Amoy	...	30.08	762.7	55	...	...	3	0	6	30.06	768.5	48	1	NE	6	0	...												
Swatow	...	30.08	762.7	55	...	NR	3	0	...	...	...	...	...	...	...	0	...												
Taihouku	11	30.17	766.3	63	...	ENE	6	0	5	30.11	764.8	59	...	...	0	0	...												
Taichu	...	30.12	765.1	67	...	NW	2	0	...	30.02	762.5	68	...	NNE	0	0	...												
Tainan	...	30.11	764.6	65	...	NNW	2	0	...	30.02	762.5	70	...	...	0	0	...												
Koshun	...	30.10	764.6	76	...	ENE	4	0	...	30.09	764.2	68	...	NNE	2	0	...												
Pescadores	...	30.14	765.6	63	...	NNE	4	0	...	30.05	762.2	62	4	E	2	0	...												
Hong Kong	14	30.00	762.0	60	4	E	6	0md	6	30.01	762.2	67	4	ENE	2	0	...												
Gap Rock	...	30.00	762.0	67	7	ENE	5	0	...	30.01	762.3	61	4	NE	2	0	...												
Macao	...	29.91	759.7	63	5	SE	4	0	...	30.01	762.0	74	6	NE	2	0	...												
Hoibow	...	29.92	759.9	82	...	S	3	0	...	29.98	760.2	74	6	ESE	4	0	...												
Pratas Island	...	30.00	762.0	61	8	E	4	0	6	30.02	762.4	74	6	ESE	4	0	...												
Phuilen	16	29.87	758.8	63	1	...	0	0	7	29.94	760.4	61	1	ESE	4	0	...												
Tourane	...	29.88	757.9	79	8	SSE	2	0	bo	29.92	760.0	72	6	S	4	0	...												
Cape St. James	...	29.93	757.7	71	6	ENE	4	0	bo	29.98	760.1	76	6	ENE	4	0	...												
Bacon	14	29.98	761.5	86	8	NE	2	0	6	30.00	761.9	76	6	SE	4	0	...												
Aparri	...	29.96	761.0	85	4	NNE	2	0	...	29.99	761.8	72	6	S	2	0	...												
Tuguegarao	...	29.92	760.0	88	8	N	2	0	bo	29.99	761.6	70	6	...	0	0	...												
Vigan	...	29.89	759.1	88	8	NNW	4	0	bc	29.98	760.2	74	8	SE	0	0	...												
Manila	...	29.89	759.3	91	8	SE	4	0	bc	29.97	761.2	72	6	...	0	0	...												
Legaspi	...	29.91	759.7	89	8	NE	4	0	b	30.01	762.3	76	6	NE	0	0	...												
Calbayog	...	29.92	760.0	86	8	N	4	0	b	29.98	761.5	70	8	...	0	0	...												
Tacloban	...	29.99	758.3	86	8	SE	4	0	bc	29.98	761.5	76	6	...	0	0	...												
Hoilo	...	29.90	759.5	68	8	NE	4	0	bc	29.97	761.2	74	6	N	4	0	...												
Cebu	...	29.87	758.8	66	8	NE	4	0	b	29.93	760.3	76	6	NNE	2	0	...												
Surigao	...	29.80	767.0	66	8	E	4	0	b	29.93	760.3	76	6	ESE	2	0	...												
Saipan	11.00	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...												
Guam	12.22	29.91	759.7	...	6	NE	6	0	4.22	29.95	760.9	...	6	NE	4	0	...												
Yap	11.00	29.87	758.8	...	6	ENE	2	0	5	29.95	760.0	...	8	ENE	2	0	...												
Pelaw	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...												
Labuan	14	29.80	766.9	90	...	N	4	0	6	29.93	757.7	80	...	E	2	0	...												

